

*'The Commercial Motor' regrets that publication has had to be suspended because of the printing dispute. To reduce inconvenience to readers, a summary of the week's news is being circulated, free of charge, to subscribers while the emergency continues.*

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JUL 18 1959

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June 26, 1959.

**EXTRA AXLES. REVOCATION CASE:** Two further special A licences - held by Mr. T. A. Metcalfe, Darlington - were revoked by Mr. J. A. T. Hanlon, Northern Licensing Authority, last Friday. Mr. Metcalfe had originally applied for two vehicles to be transferred from special A to ordinary A licences. The unladen weight of both vehicles had been increased from 4 tons 19 cwt. to more than 6½ tons, and extra axles had been fitted.

Mr. J. L. R. Croft, for Mr. Metcalfe, said the case was entirely different from that of George Allinson. The application had been published at the heavier weights, which was a clear intimation that they had been changed, yet only British Railways objected. There was strong evidence of need for the vehicles from customers, and of the railways' inability to handle the traffic. The interests of customers should override the previous conduct of the carrier. A severe censure would meet the case.

Mr. Croft did not believe that in the Allinson decision the Transport Tribunal were laying down an abiding principle, but were dealing with a particular case. Mr. Metcalfe's circumstances were materially different from those of the Allinson case. One of the two vehicles had been operated for some time at its proper weight.

Mr. Hanlon said he would revoke the licences because a false declaration of intention had been made. Mr. Metcalfe had deliberately acquired a vehicle and altered it before it was used. "This firm wished to carry greater loads than a four-wheeled vehicle was built to carry properly and safely, at greater remuneration, and this manoeuvre has really amounted to a fraud," Mr. Hanlon added. Having altered one vehicle, they adopted a similar course with a second lorry.

Concerning the application for a public A licence, Mr. Hanlon said that, as in the case of Hudson, he would adjourn it for three months and then grant two vehicles of the original unladen weights. Mr. Croft asked Mr. Hanlon to suspend action for 14 days on both vehicles to enable Mr. Metcalfe to consider lodging an appeal. Mr. Hanlon agreed to do so in the case of one vehicle, which had been operated at its correct weight for 16 months.

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**B.R.S. LICENCES "SUSPENDED":** In a reserved decision, the South Wales Licensing Authority has, in effect, suspended the A licences for eight vehicles operated by B.R.S. (Parcels), Ltd. The vehicles were transferred from the Metropolitan, East Midland and North Western Areas, without permission of the Licensing Authorities (*The Commercial Motor*, May 1 and 8), and B.R.S. applied to have them added to their South Wales licences.

They sought also seven vehicles (23½ tons) and three semi-trailers (9 tons) to be acquired, of which six vehicles (including three tractive units) and three semi-trailers have been granted. They will be based at Cardiff (two "artics" and two vans) and Newport (one "artic" and one van). The eight transferred vehicles will not be licensed in South Wales until a date two months after they have been deleted from licences held in the Metropolitan, East Midland and North Western Areas.

Because of the close working arrangements between the B.R.S. South Wales bases, the Licensing Authority has agreed on this occasion to allow "need" to be related to the whole area. When the licences for the eight transferred vehicles have been granted, B.R.S. will have 14 extra vehicles in South Wales - seven at Cardiff, four at Newport, and three at Skewen.

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**BUSMEN'S PAY POLICY:** The principle of a co-ordinated wages policy was accepted last Friday by representatives of London, municipal and provincial company busmen in membership of the Transport and General Workers' Union. They agreed that when any section decided to present a major demand, the adoption of a common policy would be considered. The aim is to prevent leap-frog claims.

**EXCESSIVE HOURS COST £703:** Henry Long (Manningham), Ltd., St. Paul's Road, Bradford, were fined a total of £482, with £52 10s. costs, for records offences and excessive drivers' hours at Bradford last Friday. The company, who operated 36 vehicles and 10 trailers, admitted 84 cases of failing to keep proper records, 25 cases of employing drivers to work more than 11 hours in 24, and 21 cases of employing drivers who did not have at least 10 consecutive hours' rest. Mr. W.R. Hargrave, for Long's, said the drivers worked more than the permitted hours because of delays in loading and unloading. In most cases the time spent in driving did not exceed the time allowed by law. Similar offences were admitted by 26 drivers, who were fined a total of £169, varying from £20 10s. to £1 each.

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**BUS FUEL TAX TO STAY:** Tax exemption applied to bus fuel would help rural operators but would not be a basic solution of the problem of non-paying routes, said the Chancellor of the Exchequer in the House of Commons last week. Mr. F. McLeavy (Soc., Bradford East) moved an amendment to the Finance Bill for the removal of tax from oil fuel used by buses. Rural services, said the Chancellor, were in difficulties because they were poorly used - not because of the impact of fuel tax. Administrative difficulties would arise if the amendment succeeded. It was rejected by 208 votes to 169.

Mr. McLeavy pleaded for direct financial assistance to prevent operators from getting into dire financial straits, and abjured the "utility" small bus as a means for maintaining rural services. Sir R. Cary (Cons., Withington), chairman of Lancashire United Transport, Ltd., said that bus manufacturers had a deep interest in the survival of country routes.

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**VEHICLE ALLOWANCE ADJUSTMENT WANTED:** Linking facilities for excursion and tour operators and vehicle allowances required adjustment by the Traffic Commissioners so that they could retain control, submitted Mr. G.H.P. Beames, for British Railways, at Llandudno last week. The North Western Traffic Commissioners supported proposals to modify all excursion licences in their area, on renewal, by prohibiting linking of catchment areas and destinations unless specifically authorized.

O.R. Williams and Sons had no objections to the proposals, but asked for a deferred decision until all other Caernarvon operators had been heard. Mr. F. Williamson, chairman, pointed out that all other operators had been notified, but as no other objections had been received the proposals would be put into operation. Other North Wales operators applying for renewals - W.E. Jones, Llanerchymedd, Anglesey, and W.G. Richardson and Sons, Buckley - also accepted the proposals. Strong objections from Blackpool and Morecambe operators will be heard on June 30-July 1 and July 7-8.

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**TWO YEARS FOR FRAUD:** A haulier, sand and gravel merchant, Albert Edward Whitwell, of Gillygate Street, York, was jailed for two years at York Assizes last week after being found guilty on fraud charges. Mr. Justice Diplock told him: "You have been found guilty on the clearest possible evidence of a series of frauds running over many months. They were bad frauds because they involved your corrupting your drivers and making them accomplices". Whitwell pleaded not guilty to five charges of obtaining cheques by false pretences, involving £226 6s., and similarly to one charge of attempting to obtain £133 6s. 6d.

The prosecution's case was that Whitwell told his drivers to add a ton or more to delivery notes for loads of sand and gravel being delivered to sites for Bradley and Co. (Builders), Ltd., Huntington, Yorks. Loads in most cases came direct from pits and quarries and Whitwell said he told drivers that, because of the volume of his business, the quarry managers would mark the weight tickets with a ton less than was in the lorry.

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**OBITUARY:** We regret to announce the death of Mr. Walter Alexander. Mr. Alexander, who died last Friday, was senior founder of the Scottish bus company bearing his name. He acquired his first bus in 1919, which ran from Falkirk to Kilsyth.

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**REDUCED-RATE TOUR APPEAL:** An appeal by Mr. William Tetley, (Tetley Motor Services), Leeds, against the Yorkshire Traffic Commissioners' refusal to grant a licence for seven-day tours to be run on 10 dates at reduced rates for elderly people, was heard by Sir Maurice Holmes at Leeds last week. Objectors were British Railways, West Yorkshire Road Car Co., Ltd., Heaps Tours, Ltd., Wallace Arnold Tours, Ltd., Feather Bros. Tours, Ltd., Happiways Tours (Manchester), Ltd., and Shearings Tours

(Manchester), Ltd.

Mr. J. Evans, for Mr. Tetley, said the Commissioners were influenced because Mr. Tetley was a newcomer. The objectors' argument that the need was met by private-party work was no answer.

Mr. T.B. Atkinson, for British Railways, said that he agreed with the Commissioners that all the evidence had been solicited, and Mr. H. Backhouse, for Hapfiways, said it was a case of "local lads supporting a local lad trying to get a licence".

Mr. Tetley was trying to introduce an off-season price into the high season, said Mr. F. Marshall, for Wallace Arnold, and it would cause abstraction. Mr. W. Hargrave, for West Yorkshire and Heaps, said the applicant was trying to get his toe into the business with a fare stripped to the bone.

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**BETTER DRIVERS AT LEEDS:** Higher driving standards could be observed among the 137 entrants in the Leeds heat of the Lorry Driver of the Year Competition last Sunday. Drivers of "artics" made best use of their vehicles' capabilities and outshone the rest. Two class winners tied for the day's best performance in the manoeuvring tests.

A. Hill (Newton Chambers and Co., Ltd., Austin), with 48 points lost, led Class D handsomely, whilst F. Brownridge (Benn and Sons (Halifax), Ltd., Morris), with a similar score in Class E, was only two ahead of K. Booth (Rockware Glass Co., Ltd., E.R.F.). Hill, however, lost 11 marks on the 19½-mile road section, whereas F. Brownridge dropped only six. Thus Brownridge took the day's honours and, in company with S. and H. Brownridge, secured the team award. Their aggregate loss of points was 192. Best performance on the road was by E. Roper (A. Bosomworth, Ltd., Austin).

Width judging was more accurate than in the past. It seems that the competition has caused drivers to study the finer points of their craft, although drivers of rigids showed some disinclination to shunt when to do so would have been advantageous. The garaging test started uphill, so that reversing was on a camber, and for the larger machines the tightness of the space provoked thought.

J. Spalding (British Waterways, Bedford) was notably good among drivers of the smaller "artics" in this test, and so, in Class G, were P.A. Taylor (Montague Burton, Ltd., Leyland), and V. Shakesby (Shell-Mex and B.P., Ltd., Scammell). Best performers overall in this class, and far above the rest, were G. Ash (B.R.S., Leyland) and R. Garland (Henry Long (Manningham), Ltd., Albion).

Class winners were: Class A - Up to 15 ft.: R. Clayton (Yorks Conservative News Co., Ltd.), Standard, 61 penalty points. Class B - 15-19 ft.: K. Cottingham (Stanley Works (G.B.), Ltd., Commer, 72. Class C - 19-22 ft.: H. Peacock (S.P.D., Ltd.), Commer, 60. Class D - 22-25 ft.: A. Hill (Newton Chambers and Co., Ltd., Austin, 48. Class E - Over 25 ft.: F. Brownridge (Benn and Sons (Halifax), Ltd., Morris, 48. Class F (1) - Articulated outfits, tractor under 3 tons, semi-trailer under 22 ft.: F. Christie (Forest Products of Leeds, Ltd.), Seddon, 89. Class F (2) - Articulated outfits, tractor under 3 tons, semi-trailer 22-27 ft.: J. Spalding (British Waterways), Bedford, 143. Class G - Articulated outfits, tractors 3 tons or over: G. Ash (B.R.S.), Leyland, 84. Class I - Standard Service vehicles: C.Q.M.S. F. Gatecliffe (49 Inf. Div. Coln. R.A.S.C.), Bedford, 58.

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**BRIGHTON BUS POOL:** A common operating policy and pooling of revenue were two main points which a special transport committee brought before Brighton Town Council yesterday. Brighton Corporation, Brighton, Hove and District Omnibus Co., Ltd., and Southdown Motor Services, Ltd., are seeking an agreement to take the place of the existing pooling scheme between the corporation and B.H.D.O. which ends next year.

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**BRISTOL-T.D.G. MERGER:** As holders of more than 90% of the ordinary shares of Bristol Industries, Ltd., have accepted the offer by the Transport Development Group, Ltd., the amalgamation will now go forward.

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**JENSEN SELL OUT:** The capital of Jensen Motors, Ltd., has been purchased by Norcros, Ltd., an industrial investment holding company, for £712,000. Mr. R.A. Jensen, one of the joint managing directors, has joined the board of Norcros.



**MINISTRY SURVEY SOON:** Results of the survey of road goods transport taken by the Ministry of Transport in April last year will be published about the end of this month.

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**REPORT ON THEFTS:** A progress report from the vehicle security committee set up to investigate thefts of vehicles and their loads, was received by the national executive committee of the Road Haulage Association on Wednesday. Members of the Association are to be asked to give details of thefts in the past 18 months.

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**MEN IN THE NEWS:** Mr. A. Richardson has been appointed commercial manager of David Brown's automobile gear division + + + Mr. C.B. White, managing director of Rhodesia United Transport, Ltd., has been appointed to the board of the United Transport Co., Ltd., Chepstow, the parent company + + + Mr. G. McKay has been appointed assistant general manager and chief engineer, and Mr. D. Gardner secretary, of United Automobile Services, Ltd., and Durham District Services, Ltd. + + + Mr. E.D. Summers has been appointed divisional transport officer of the London Central Electricity Generating Board + + + Mr. L. Higgenbottom has been appointed manager of the National Benzole Co., Ltd., West Riding division + + + Mr. E. Watson Rodger, a director and secretary of the British Wagon Co., Ltd., will become managing director on July 1. Mr. C. F. Lawrence King and Mr. G.J. Williams will relinquish their executive functions as general managers on June 30. Mr. J.R. Cruickshank is to become secretary + + + Mr. R. G. Watt has been appointed chief accountant of Coras Iompair Eireann.

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**B.R.S. MAKE £2m.:** Net receipts of British Road Services last year were £2m. - £800,000 lower than in 1957 - says the British Transport Commission's annual report, published yesterday. Results from each department of B.R.S. were lower than in 1957 and general haulage returned a surplus of only £100,000. Gross receipts of the undertaking dropped by £900,000 to £49½m. The decline in revenue is attributed to a reduction in traffic and intense competition.

The total of general haulage tonnage carried by B.R.S. was slightly higher than in the previous year. "Although the picture is somewhat confused by an increase in tonnages over the shorter distances and by a decline over the longer hauls in the latter part of the year, it would appear on the whole that B.R.S. obtained a rather higher proportion of the total traffics on offer than they did in 1957," says the report. The number of vehicles on contract hire rose from 2,029 to 2,250 and gross receipts increased. B.R.S. (Parcels), Ltd., and Pickfords found less business than in 1957, but operated profitably.

Net receipts from the provincial and Scottish buses rose by nearly £1m. to £6m. Gross receipts were £2.2m. higher and working expenses £1.3m. greater. London Transport's net revenue, at £1.8m., was £3.9m. lower than in the previous year. The Commission as a whole showed a deficit of £89m., after allocating £61m. to central charges. The railways incurred a working deficit of £48m. (£21m. higher than in 1957), but the other activities of the Commission showed a working surplus of £20m.

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**"NO" TO BUSMEN'S CLAIMS:** The provincial busmen's claims for a 40-hour week, pension and sick-pay schemes and 50 per cent. extra wages for the full week when working on one-man operation, were rejected on Monday by the National Council for the Omnibus Industry. No more negotiating machinery remains for the further discussion of these claims.

July 21 has now been fixed as the date on which the unions are to present to the Joint Industrial Council for the road passenger transport industry a claim for a 40-hour week for municipal busmen. The matter was to have been considered last week.

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**ROLLS-ROYCE FOR CANADA:** A consignment of Rolls-Royce oil engines left for Canada last week, to be fitted into heavy-duty vehicles by the International Harvester Co. of Canada, Ltd.

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**MOBILE SHOPS ILLEGAL:** Mr. H.W. Jefford, chief public health inspector of Heanor, reporting to the health committee, said that of 18 mobile shops and food vans inspected, not one complied with the hygiene regulations.



# THE COMMERCIAL MOTOR

TECHNOLOGY DEPARTMENT

## EMERGENCY NEWS DIGEST

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DETROIT

July 3, 1959.

**DEARER INSURANCE LIKELY:** World-wide collective underwriting losses last year on motor insurance by members of the British Insurance Association amounted to nearly £10m. This was the fourth consecutive year in which losses had been incurred, Mr. Charles F. Trustam, chairman of the Association, announced last Friday. "Motor claims experience, in its progressive deterioration, shows a startling similarity of trend throughout the world," he commented. If present trends continued, premiums would have to be increased, but insurers would not act precipitately.

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**BUS OWNER LOSES APPEAL:** The Justiciary Appeal Court in Scotland last week held that fines totalling £5,120 imposed by Alloa Sheriff Court on George Gray, bus proprietor, Lochies Road, Clackmannan, for offences under the Customs and Excise Act, 1952, were warranted. Gray appealed against the penalties imposed for using more than 8,000 gal. of duty-free heavy oil in 11 of his buses. He was convicted also on charges of failing to keep records and accounts.

Dismissing the appeal, the Lord Justice-General, Lord Clyde, with whom Lords Carmont and Russell agreed, said that after Customs and Excise officers had asked Gray for certain documents they returned to his premises and found on the door a hand-written notice: "No noise, please - have illness." There was no evidence at the trial that illness had existed. The officers next day succeeded in interviewing Gray, who refused to produce records and became abusive. It was held that he kept no records and his refusal was wilful. There was ample evidence on which to convict and the Court rejected the plea that the penalty was "harsh and unconscionable."

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**"MINISTRY BROKE FAITH":** Defending B.R.S. (Parcels), Ltd., before Dewsbury magistrates last week, Mr. T.B. Atkinson accused the Ministry of Transport of a breach of faith. The company and five drivers were charged with records offences, to which a plea of guilty was entered. The magistrates described the offences as "most technical" and gave a conditional discharge on payment of 4s. costs in each case. It was alleged that long-distance drivers had shown times of starting and finishing, but had failed to record times of driving, although they were the same.

Mr. Atkinson said the prosecution was most unfair. On December 12, the Licensing Authority had drawn the company's attention to the omission of drivers' departure and arrival times from the log sheets. There was an understanding that the matter would be put right and that no action would be taken. The offences before the court took place between December 18 and January 1. B.R.S. were given no time to correct the matter and the prosecution was petty.

B.R.S. (Parcels), Ltd., and 12 drivers also appeared before Bradford magistrates on charges concerning records. Six summonses involving drivers working on the loading bank were dismissed, and on each of the other six charges, to which a plea of guilty was entered, the company and the drivers were fined £1 10s.

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**ALLINSON VEHICLE RESTORED:** Mr. George Allinson, Bishop Auckland, whose appeal to the Transport Tribunal established case law on "extra axles", has had restored to him a vehicle to replace one which the Tribunal struck off. Mr. J.A.T. Hanlon, Northern Licensing Authority, in chambers last week, granted him an A licence for a six-wheeler of 5 tons 8 cwt. unladen. Mr. Hanlon had earlier revoked a special A licence for a vehicle which had been converted into an eight-wheeler and was more than 2 tons heavier than the originally declared weight. The Tribunal upheld his decision.

After revoking the licence, Mr. Hanlon had said he was willing to grant Mr. Allinson an A licence for a vehicle of 5 tons 4½ cwt. At an inquiry a fortnight ago, Mr. Hanlon was told that Mr. Allinson had tried unsuccessfully to obtain a vehicle of that weight, but he had managed to buy one of 5 tons 8 cwt. It might be possible to reduce the weight to 5 tons 4 cwt., but Mr. Allinson did not wish to do so. Mr. Hanlon adjourned consideration of the application for a week and then granted it.

**BACKWARDS TO VICTORY:** A brilliant execution of the reversing test brought the day's honours in the Southend round of the Lorry Driver of the Year Competition last Sunday to W. Addison (Draper's Transport, Ltd., Albion). The result was decided on tie, Addison's times being faster than those of C.V. Ball (Tate and Lyle, Ltd., Foden). Both lost 66 points. Ball incurred no penalty in the Highway Code questionnaire and the width test, and won Class D.

Competing in Class E, Addison, fine driver though he is, was aided by the comparatively better manoeuvrability of, and visibility from, his platform six-wheeler against the majority of other vehicles in this group. Drivers of eight-wheeled tankers found the space available in which to turn almost hopelessly tight, and the near-side mirror no substitute for direct vision to the rear. A Dennis Paravan - a four-wheeler - was also entered in this class and was "holed in one" by H. Denton (Essex Carriers, Ltd.) in the reversing test, a feat performed by Addison, too, with such exiguous clearance between the tailboard and the end of the bay that he dropped only  $6\frac{1}{2}$  marks.

Last year's winner, R.W. Wright (F.A. Norton, Seddon) won his class. Patten's Transport, Ltd., took the team award. British Road Services took part at Southend for the first time. Organization and public relations were good, the commentary being supplemented by the display of full results. There were more than 100 entries, compared with nearly 90 last year.

Class winners were: Class A: L. Larkins (H. Garon, Ltd.), Austin, 94 penalty points. Class B: V.E. Priest (Byford Bros., Ltd.), Morris, 77 $\frac{1}{2}$ . Class C: V. Lucas (H. Garon, Ltd.), Austin, 76. Class D: C.V. Ball (Tate and Lyle, Ltd.), Foden, 66. Class E: W. Addison (Draper's Transport, Ltd.), Albion, 66. Class F1: J.A. Pirie (Shell-Mex and B.P., Ltd.), 101 $\frac{1}{2}$ . Class F2: R.W. Wright (F.A. Norton), Seddon, 98 $\frac{1}{2}$ . Class G: T. Bonning (Shell-Mex and B.P., Ltd.), Scammell, 88 $\frac{1}{2}$ . Class H: L./Cpl. M. Turner (7 A.G.R.A. (A.A.) Sig.Sqn., London), Bedford, 101 $\frac{1}{2}$ .

**CONTRACT TO "A" SWITCH GRANTED:** The Transport Tribunal had made it clear that switches from contract-A to public A licence had to be supported by a genuine desire - not merely a willingness - on the part of the customer, said Mr. D. Brown, for British Railways, objecting to an application at Dundee. Muir's Transport, Ltd., Cupar, Fife, sought the transfer for a 6-ton articulated outfit engaged on work for the British Sugar Corporation, Ltd. Mr. Sidney Stoker, assistant transport officer of the corporation, told Mr. Alex Robertson, Scottish Deputy Licensing Authority, that they guaranteed full employment for the vehicle on the outward journeys from the sugar factory at Cupar, but not return loads. He admitted that he had no real objection to the continuation of the contract and that the suggestion to change to a public A licence came from Muir's Transport.

South Wynd Garage Co. and Road Services (Forth), Ltd., also objected, but Mr. Robertson granted the application with a normal user: "Sugar for the British Sugar Corporation, Ltd., within the county of Fife and to Angus, Kinross, Edinburgh and Leith."

**PROPER FIGURES WANTED:** Although there was a heavy demand for tipping vehicles at certain times, no figures to suggest that the present vehicles of Eddie and Eyre (Transport), Ltd., Fraserburgh, were fully employed had been produced, said the Scottish Deputy Licensing Authority, Mr. Alex Robertson, at Aberdeen last week. The company sought to add two 3-ton tippers to their B licence, with an extension of conditions to cover Buchan and Banffshire. Mr. Robertson said emergencies could be met by the grant of short-term licences.

Mr. A. Eyre, a director, said their tippers were sometimes standing idle, but earnings averaged £1,000 a year. Additional vehicles were required to meet demands from the Buchan Seed and Milling Co., Ltd., when ships docked at Fraserburgh with lime and fertilizers; 5,000 tons had been shipped in during the past six months.

Mr. W. Connochie, for two objectors, submitted that figures for the whole fleet had not been produced. Earnings of £1,000 a year did not appear an economic proposition and there was no evidence that more transport was required. Increased business had been found from the Buchan Seed and Milling Co. at the cost of other operators. Refusing the application, Mr. Robertson said the applicants could either come back with proper figures or he would grant short-term licences if required.

**THREE OUT OF FOUR GRANTED:** In a reserved decision, Mr. F. Williamson, North Western Licensing Authority, has allowed Bulk Liquid Transport, Ltd. ("The Commercial Motor," June 5) to transfer three articulated vehicles from special A to public A licences. Decision on the fourth vehicle, for which they applied, has been withheld pending the production of more information. Among other matters, he wants to know the present unladen weight of the vehicle, which was substituted for one assigned by Woodcocks Transport (Chorley), Ltd., and a semi-trailer purchased from Hunt Bros., Ltd., Culcheth.

**APPEAL HOTLY CONTESTED:** Thirty-two respondents to an appeal by Highland Haulage, Ltd., against a decision of the Scottish Deputy Licensing Authority, are due to appear before the Transport Tribunal in Edinburgh on July 8.

(Africa), Ltd., for manufacturing A.E.C. vehicles in South Africa. A.E.C. chairman, Sir William Black, with Mr. Slater, will join the J.H. Plane board and a new subsidiary, A.E.C. Vehicles (S.A.), Ltd., will be formed.+++ Mr. Ernest Cross has retired from his position as an executive director of J. Brockhouse and Co., Ltd.+++ Mr. W.E. Messenger, general manager, Reliance Haulage Contractors, Ltd., has been re-elected chairman of Malden and Coombe Accident Prevention Council.+++ Mr. A.J. Cormack has been re-elected president of the Scottish Motor Trade Association. Mr. E. Thompson, vice-president, was also re-elected. Mr. G. Valentine, immediate past president, and Mr. F.A. Hibberd were co-opted to the council.+++ Mr. F. Booth has been appointed chief engineer of the accumulator and battery division of Siemens Edison Swan, Ltd.+++ Mr. James H. Crutchley is the new president of the Liverpool Cart and Motor Owners' Association. Mr. R.A.C. Smith is vice-president and Mr. Henry Parker, treasurer.+++ Mr. R.G. Wilson, general traffic manager of S.P.D., Ltd., became a director on Wednesday.

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**PROFIT AND LOSS:** British Electric Traction Co., Ltd., £2,658,337 net profit after £1,957,443 tax. Year's dividends 35%.+++ W.P. Butterfield, Ltd., £53,490 net profit after £45,700 tax. Year's dividends 10%.+++ Sheffield Transport Department, £10,831 surplus. Total revenue £4,121,587; total working expenses £3,635,029. Gross surplus £486,558. Revenue account for buses shows credit balance of £49,882, and for trams, deficit of £50,752. Passengers 245.7m.+++ Simms Motor and Electronics Corporation, Ltd., £266,072 group net profit after £366,000 tax. Year's dividends 12%.+++ Rawtenstall Transport Department, £7,451 surplus after loan, depreciation and capital charges. Total working expenses £161,682 (30.183d. per bus-mile); total income £178,672 (33.355d. per bus-mile). Mileage 1.28m.; passengers 12.26m.+++ Bolton Transport Department, £365 deficit after debt, depreciation and capital charges. Total income £1,236,926; total working expenses £1,126,972. Mileage 8.2m.; passengers 90.2m.+++ St. Helens Transport Department, £82,488 net surplus after loan charges of £29,780. Gross surplus £112,268 (trolleybuses £5,873, motorbuses £106,395). Revenue, trolleybuses £32,763, motorbuses £769,975; total £802,738 (31.196d. per bus-mile). Operating expenses, trolleybuses £26,890, motorbuses £663,581; total £690,471 (26.833d. per bus-mile). Percentage of working expenses to traffic revenue reduced from 90.81 to 86.15. Trolleybuses abandoned June 30, 1958.+++ Gandy, Ltd., £4,461 group net profit after £1,850 tax. No ordinary dividend.+++ Specialloid, Ltd., £26,259 group net profit. Year's dividend 15%.+++ Wolverhampton Transport Department, £43,414 net surplus after loan charges, etc. Gross surplus £162,273. Trolleybuses: total working expenses £758,261 (32.127d. per vehicle-mile); total income £918,260 (38.906d. per vehicle-mile). Motorbuses: total working expenses £645,424 (31.819d. per bus-mile); total revenue £647,698 (31.931d. per bus-mile).+++ Brighton Transport Department, £3,089 surplus.+++ Maidstone Transport Department, £22,069 surplus on trolleybuses and £6,500 profit on motorbuses.+++ West Bromwich Transport Department, £16,552 net profit. Passengers reduced by 3 per cent. to 51.2m. and mileage by 0.4 per cent. to 4m.+++ Stockton-on-Tees Transport Department, £8,943 net profit. Total income £563,096; total working expenses £452,615; gross surplus £110,481.+++ Middlesbrough Transport Department, £13,974 profit.+++ Renold Chains, Ltd., £495,561 net profit after £585,831 tax. Year's dividends 12%.+++ R.A. Dyson and Co., Ltd., £50,287 net profit after £46,492 tax. Year's dividend 20%.+++ Fodens, Ltd., £82,682 net profit after £65,131 tax. Year's dividend 10%.+++ Aldershot and District Traction Co., Ltd., £84,914 net profit after £43,476 tax. Year's dividends 10%.

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**BIG GLASGOW BUS ORDER:** Glasgow Corporation have ordered 140 Leyland 30-ft. double-decker chassis and 89 A.E.C. chassis. Walter Alexander will build 179 double-deck bodies and a further 50 will be constructed by the corporation.

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**MICROGRAMS:** Repeat orders for 850 oil engines from Belgium, South America and two British manufacturers have been received by Leyland Motors, Ltd. The Ministry of Supply has placed contracts for 86 Leyland Hippo six-wheeled chassis for refuelling and tipping vehicles.+++ U.T.I.C., a co-operative of coach and bus operators in Lisbon, has placed a repeat order for 31 A.E.C. Reliance chassis. Other Reliance orders include 35 for Scottish Omnibuses, Ltd., with Alexander coachwork, 20 for W. Alexander and Sons, Ltd., and 10 for A. Timpson and Sons, Ltd.+++ Of 3,463,000 working days lost through strikes last year, 1,603,900 days accrued from transport disputes.+++ Existing holders of ordinary stock in the West Riding Automobile Co., Ltd., may receive 404,793 fully paid £1 ordinary shares pro rata.+++ The European Conference of Ministers of Transport is studying how to achieve international standards for the dimensions and weights of vehicles.+++ The Transport and General Workers' Union last year paid out more than £1m. in dispute and victimization benefits. The London bus strike accounted for much of this sum.



**FLY IN THE OINTMENT:** The Road Haulage Association have decided to intensify their local Press advertising campaign on behalf of free-enterprise road haulage, but the printing dispute may seriously interfere with the plan. The proposal is to conduct a high-pressure 10-week Press publicity campaign based on the possibility of a General Election towards the end of October. If the printing strike continues, it may be necessary to telescope the campaign into a shorter period.

Scottish members of the Association, accompanied by Mr. R.N. Ingram, national chairman, last week discussed transport matters with Scottish M.P.s at the House of Commons.

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**43% LOSING MONEY:** Rural services which produced revenue lower than the average cost of operation constituted 43 per cent. of the company's total mileage, stated Mr. R.P. Beddow, chairman, at the annual meeting of Southdown Motor Services, Ltd., last week. Stage-carriage mileage had been reduced. In contrast, the coach touring section of the business had continued to expand, with 16,000 people carried last year. Before the end of the current financial year, 45 new coaches and 30 double-deck buses would be delivered.

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**VEHICLE INCREASE REJECTED:** Ten northern operators claimed that they would suffer abstraction when, last Friday, W. Robinson and Sons (Gt. Harwood), Ltd., applied to the North Western Traffic Commissioners to increase the number of vehicles on tours starting from Knutsford. For the first week of May they wanted nine vehicles and from the second week in May to the Friday preceding Whit Sunday, or to May 31, whichever was earlier, 11. Their present allowance was six.

Mr. F.D. Walker, for six of the objectors, said Robinson's had the largest gathering ground of any extended-tour operator in the north-west. Before Whitsuntide Robinson's operated concession tours for old people and the extra vehicles meant that this traffic would be greatly increased. Only genuine old-age pensioners should be carried on the concession tours and no proof had been given that these persons desired more facilities. Mr. J. Booth, for Robinson's, submitted that there had been no evidence that the objectors would suffer abstraction, and the applicants had no desire to take passengers from other operators. The application was refused.

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**TOWARDS BETTER DRIVING:** Until July 11 the Rootes showroom at Devonshire House, Piccadilly, London, W.1, will house a road-safety exhibition staged by the Ministry of Transport. The theme emphasizes that driving skill and rapid reaction to unforeseen situations can materially reduce the annual accident rate of 300,000 killed and injured. The exhibition includes a police commentary on televised scenes of Piccadilly traffic, a braking-time tester, an electronically controlled driving quiz and models of current motorway schemes.

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**NO COMPLAINTS AGAINST FAIR COMPETITION:** Hauliers had never complained about competition, however fierce, provided it was fair, said Mr. R. Morton Mitchell, chief executive officer of the Road Haulage Association, commenting on the British Transport Commission's report for 1958. He was drawing attention to the reference in the report to "complaints" by hauliers about competition from the railways. What had been pointed out, said Mr. Mitchell, was that in an effort to gain certain traffic, the railways had quoted rates far below an economic level. This was partly borne out in the Commission's report, which referred to "selective decreases made in particular charges in order to gain worthwhile traffics".

In a sense, most railway rates must have been uneconomic, observed Mr. Mitchell, if they had resulted in a deficit of more than £90m. on a £472m. turnover, despite high Government subventions and total relief from taxation on diesel fuel.

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**CNE-MAN BUS HITCH:** Transport and General Workers' Union officials representing Central London busmen have rejected one-man bus operation until London Transport agree to give the staff 55 per cent. of savings made.

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**NEW LINKING PROPOSAL:** Decision was reserved by the North Western Traffic Commissioners, last week, on another "linking" application. Hebble Motor Services, Ltd., applied for a backing for an express service from Bradford to Rochdale, via Halifax. The proposal was that passengers set down at Rochdale could join the Yellowway express service to Torquay. The Bradford-Rochdale service would not carry traffic originating in the North Western Area. The three objectors, Wallace Arnold Tours, Ltd., Feather Bros. (Tours), Ltd., and J.W. Kitchen and Sons, Ltd., withdrew, because the Yorkshire Traffic Commissioners had authorized the service.

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**MEN IN THE NEWS:** Mr. G.F. Eustace has been appointed a director of Dennis Bros., Ltd. +++ Mr. Lewis Thompson, service manager of Dunlop Rubber Co. (Scotland), Ltd. for the past 21 years, has retired after 40 years with the company. +++ Mr. J.D. Slater, director of A.E.C., Ltd., has left to complete arrangements with J.H. Plane

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## EMERGENCY NEWS DIGEST

*'The Commercial Motor' regrets that publication has had to be suspended because of the printing dispute. To reduce inconvenience to readers, a summary of the week's news is being circulated, free of charge, to subscribers while the emergency continues.*

July 10, 1959.

**MOST GOODS GO BY ROAD:** Road transport is now the major means for the inland carriage of goods. This, and a vindication of the economy of ancillary operation, are the chief points contained in "The Transport of Goods by Road" (Stationery Office, ls. 9d.), in which the Ministry of Transport last week issued the results of a sample survey held during the week ended April 27, 1958. The complexity of the industry and the way in which it is adapted to varied needs is also stressed.

The survey, which cost £3,000 and involved the analysis of 7,372 forms, covered a representative selection of goods vehicles, but excluded agricultural and Government-owned classes. One table gives the average carrying capacity of vehicles relative to their unladen weight. The average capacity of an A-licence vehicle of 3-5 tons unladen was 7 tons 11 cwt. and of a C-licence vehicle, 6½ tons. Ninety-six per cent. of A-licence vehicles over 5 tons were oilers and of C-licence, 90 per cent.

Specimen average weekly mileages (on the public road) were as follows: 1-2 tons unladen, A-licence, 222; B, 182; C, 196; 3-5 tons, A, 542; contract-A, 565; B, 443, C, 399; over 5 tons, A, 703; contract-A, 741; C, 522.

A table giving proportions of laden to empty mileage is split into three parts, the first giving the percentages of total mileage covered with loads exceeding half capacity. In the 3-5-ton unladen-weight group the figures are: A-licence, 62; contract-A, 53; B, 48; C, 47. For vehicles weighing over 5 tons they are: A-licence, 74; contract-A, 55; C, 54. The second part gives percentages with loads of less than half capacity. In the 3-5 ton group the figures are: A-licence, 12; contract-A, 5; B, 9; C, 21. For vehicles over 5 tons the percentages are: A, 8; contract-A, 6; C, 17. The third part gives percentages of empty running as: 3-5 tons unladen, A, 26; contract-A, 42; B, 43, C, 32; over 5 tons, A, 18; contract-A, 39; C, 29.

Figures for average weekly ton-mileage include work by "artics" but not drawbar trailers, which were estimated to have performed some 5m. ton-miles during the survey week. Ton-mileages of vehicles of 3-5 tons unladen were: A, 2,590; contract-A, 2,383; B, 1,512; C, 1,212. For vehicles over 5 tons; A, 6,308; contract-A, 5,180; C, 3,037. Average tonnages carried in the week were: 3-5-ton vehicles, A, 62; contract-A, 103; B, 97; C, 59; over 5 tons, A, 60; contract-A, 113; C, 71. Heavy coal traffic under B licence probably loaded the relative figure. Work is classified as between single-drop deliveries over non-stop leads, and "intermediate" operation involving many collections and drops per journey. Proportions of vehicles engaged in "intermediate" work varied from 2 per cent. of A-licence vehicles of over 5 tons to 49 per cent. of C-licence vehicles from 2-2½ tons.

Lengths of haul of 3-5-ton A-licence vehicles were from 34-51 miles and of C-licence, 17-26 miles. A-licence lorries over 5 tons averaged 90-121 miles, and C-licence, 35-55 miles. A substantial proportion of contract-A mileage was empty - more so than C-licence, although C-licence mileages were lower. B-licence tonnage representing ancillary, as distinct from hired, transport ranged from 58 per cent. for 1-2-ton vehicles to 28 per cent. for 3-5-ton vehicles.

Much of the document is devoted to C-licence operation (which accounted for 58 per cent. of all ton-mileage) and any impression that this is wasteful, as might be conveyed by figures alone, is specifically corrected. Ancillary transport is clearly adapted to individual needs and no statistics of operation measure the extent of economies which accrue to users at other stages of production and distribution, says the report. There is also an analysis of tonnages of different kinds of traffic moved under the various licences. Of 20.3m. tons of goods shifted in the week by vehicles weighing over 2 tons, 6.6m. tons was building materials (excluding steel and timber) and 4.3m. tons food and tobacco. Solid fuel made up an eighth of the total.

Tentative comparisons are made with the 1952 survey. The quantity of A-licence work rose by up to a half and of contract-A by more than three times, whilst C-licence traffic increased by a fifth - which might have been more but for

the recession. In 1952 the railways' ton-mileage was 22,400m. and road transport's 18,800m. Last year's inquiry showed almost a straight reversal of these figures: railways, 18,300m. ton-miles and road transport, 23,100m.

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**UNAUTHORIZED LINKING CHALLENGED:** Unofficial linking, including "teaming" and "lading", linking of catchment areas, destinations and separate licences - a practice which had grown up over the years in the North Western Area - had reduced the number of vehicles on the road and could only be beneficial, Mr. H. Backhouse told the North Western Traffic Commissioners last week. Conditions which required a separate vehicle for each link would increase congestion and were not in the public interest.

The Commissioners agreed to withhold decision on their proposals to attach conditions to excursion licences to prevent unauthorized linking. They accepted a suggestion that Blackpool operators should apply for new excursions to cover linked destinations, but the chairman, Mr. F. Williamson, said the proceedings had disclosed a most unsatisfactory situation. The Commissioners regarded these departures from licensing as extremely serious, especially as the irregularities had been claimed as a virtue. They would hold their hand for three months, but if no move was made by the operators, the Commissioners would make their own decision.

Mr. Backhouse, representing 13 Blackpool operators, said that general opinion in the industry was that the linking of catchment areas and destinations was legal. Only the North Western Commissioners contended that it required to be licensed. Great latitude was allowed elsewhere, he claimed. Operators were not prepared to make a tacit admission by applying for linking conditions, but each fares area in the North West would apply for new linked destinations.

Unlicensed linking had never been lawful, claimed Mr. P. Kershaw, for British Railways. Several vehicles running to linked destinations had been counted as one against vehicle allowance, enabling operators to obtain the advantage of additional coaches, he said.

Mr. Williamson pointed out that in 1957 the question of ferrying by Blackpool operators had been investigated. The hearing had been adjourned for them to produce a zoning scheme, but they had failed to do so.

Mr. F.D. Walker, for Ribble Motor Services, Ltd., said that some linking should continue. His clients would object only if a particular linked destination threatened abstraction. W.C. Standerwick, Ltd., who held 17 excursion licences, did not challenge the Commissioners' powers to impose linking conditions, he said. Various forms of linking, including the interchange of passengers, had been necessary for economic operation. Passengers were mainly holidaymakers and there was little pre-booking. There was need for flexibility, he added, and out of 150 vehicles - nearly 80 of them belonging to Standerwick - only a quarter were licensed in the winter. The rate of depreciation was 3.44d. a mile, compared with Ribble's 1.96d.

Mr. W. Marshall, managing director of W. Marshall and Son (Blackpool), Ltd., said that without an exchange system operation would be uneconomic.

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**MR. NELSON'S REVOCATION THREAT:** Licence conditions were not being observed by Silver Star Motor Services, Ltd., Salisbury, and the Commissioners considered revoking the licences, said Mr. S.W. Nelson, chairman of the Western Traffic Commissioners, at Bristol last week. He was commenting on complaints that passengers had paid for tickets but had not been carried.

The Commissioners had resumed hearing a large group of applications for services from camps on Salisbury Plain to the Midlands and the north, but refused to hear the Silver Star application until a full explanation of the circumstances was made. Mr. Edgar Shergold, managing director of Silver Star, said his company had never failed to take a passenger to his destination. Mr. Nelson demanded an assurance that the alleged irregularities would not happen again.

More than 70 applications had been submitted by Wilts and Dorset Motor Services, Ltd., Silver Star Motor Services, Ltd., D.F. Stanfield and S.C. Shergold, all of Salisbury, for services as far north as Edinburgh and Glasgow. Following a retirement, the four applicants agreed to operate the services by joint arrangement. Earlier, the Commissioners had granted S.C. Shergold a licence to run a Banbury loop service, via Market Harborough, to York, Edinburgh and Glasgow, and D.F. Stanfield was granted a licence to operate to Newcastle, via Axford, Northampton and Dunsbury.

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**SERVICE WIN AT PORTSMOUTH:** Cpl. Lewis, of the Royal Marines, Eastney (whose barracks were used for the manoeuvring tests), won the Portsmouth round of the Lorry Driver of the Year Competition last Saturday. He drove a Bedford. His nearest rival was R. Briars (Portsmouth and Brighton United Breweries, Ltd.), whose Morris drop-sided truck won awards for the best-maintained vehicle, best C-licence vehicle and best Morris.



The road section was increased to 13 miles and included a steep hill with two "Halt" signs. For the second year, the 79 runners did not include B.R.S. drivers. Penalties were high and many of the attempts at kerbside parking were appalling. Among those who put up perfect performances in this test were F. Brown (Pease Transport, Ltd., Bedford), A. Miller (Hall and Co., Ltd., Bedford), C. Dudman (Petrofina (Gt. Britain), Ltd., Bedford), C. Thorne (Petrofina, Austin), R. Briars, and R. Burchell (George Cohen 600 Group, Ltd., Commer "artic"). Best efforts in width-judging were by Cpl. Lewis and E. Kinge (Southern Electricity Board, Austin). Fewest penalties in the "garaging" test, which was difficult for the big vehicles, were incurred by F. Collins (Tyres Portsmouth (1937), Ltd., Thames). R. Dixon (Regent Oil Co., Ltd., Thames "artic") topped the list in the road section. The test on the Highway Code produced clean sheets from W. Harris (A. and E. Chapman, Ltd., Dennis), G. Palmer (Jno Croad, Ltd., Morris), D. Palmer (Jno Croad, Ltd., Austin), A. Fletcher (Portsmouth and Brighton United Breweries, Ltd., Morris), R. Dimmick (Shell-Mex and B.P., Ltd., Scammell), Sgt. Evans, Sgt. Long and Sgt. Walkerdine (all Royal Marines, Eastney).

E. Jury (A. and E. Chapman, Ltd., Austin), a previous Lorry Driver of the Year, was right off form and lost 178½ marks, although he did well in the road section.

Class winners were: Class A: F. Collins (Tyres Portsmouth (1937), Ltd., Thames), 151 penalty points. Class B: D. Crute (Hall and Co., Ltd., Bedford), 93. Class C: A. Miller (Hall and Co., Ltd., Bedford), 103. Class D: R. Briars (Portsmouth and Brighton United Breweries, Ltd., Morris), 92. Class E: A. Rowsell (Portsmouth and Brighton United Breweries, Ltd., Morris), 105. Class F(1): O. Wagg (Shell-Mex and B.P., Ltd., Bedford), 287. Class F(2): E. Taylor (Southern Gas Board, Karrier), 105. Class G: R. Burchell (George Cohen 600 Group, Ltd., Commer), 158. Class I: Cpl. Lewis (Royal Marines, Eastney, Bedford), 68.

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**"WEIGHT" APPEALS - FURTHER INQUIRIES:** The Transport Tribunal have issued interim judgments on appeals by Charles Hewitt and John Scott against the revocation of special A licences by Mr. J.A.T. Hanlon, Northern Licensing Authority ("The Commercial Motor", January 23 and February 6). Both concerned increases in the unladen weights of lorries and involved K. and B. Motors, Ltd., Newcastle. Although a great deal of documentary and oral evidence was offered, the Tribunal require still more information and have remitted the cases to Mr. Hanlon for further inquiry.

Both appellants bought new vehicles from K. and B. Motors on hire purchase and traded-in old lorries. Mr. Hewitt purchased a Thames, which was stated to weigh 2 tons 9 cwt. 98 lb. The chassis was extended by 2 ft. 7 in. and larger tyres were fitted. When reweighed, the vehicle scaled 3 tons 1 cwt. Mr. Scott bought an Austin alleged to weigh 2 tons 17 cwt. 105 lb., later found to weigh 3 tons 12 cwt. 37 lb. Both vehicles were stated to have been originally weighed at the Workshops for the Blind in Newcastle. The Tribunal doubt whether the lorry concerned in Mr. Scott's appeal was, in fact, the one which was weighed there. They regard the issues involved in both cases as grave and have asked Mr. Hanlon to obtain answers to nine questions from Mr. Hewitt and 10 from Mr. Scott.

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**FALSE RECEIPTS - 12 MONTHS IN JAIL:** For producing false receipts for petrol used on journeys with intent to defraud his former employers - Alfred Bell (Newcastle), Ltd. - a long-distance lorry driver, Arthur Disbrey, Grasmere Road, Muswell Hill, London, was sentenced to 12 months' imprisonment. Disbrey admitted the charges, and a further charge of fraudulently converting for his own benefit the sum of £1 18s. 3d., at Middlesex Sessions last week. When the company discovered the offences, Disbrey was dismissed. He took another job in Birmingham, but committed another offence for which he was serving three months' imprisonment.

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**METHODS COMPLETELY CHANGED:** Vehicles and trailers operated by Bulk Liquid Transport, Ltd., earned £86,228 gross during the 12 months ended May, 1959, from 562 Continental journeys, the Yorkshire Deputy Licensing Authority, Mr. J.H.A. Randolph, heard at Leeds last Friday. The company applied for a substantive A licence to operate five articulated outfits on chemical and other bulk liquid traffic to the Continent. Mr. A. Goss, for Bulk Liquid Transport, said five vehicles - four on short-term and one on special A licence - had been in operation since the original application in 1957. Schedules presented did not give the names of customers or specific destinations, as the company were unwilling to disclose them to the objectors.

Mr. A.W. Balne, for Pickfords, said that haulage on the Continent was now done by European operators. B.L.T. gross revenue included shipping and Continental haulage charges, and there were no separate figures for haulage revenue in this

country, or to show whether other tractors in the fleet could do the work. The objectors had not considered the operation practicable 18 months ago and had therefore withdrawn. Methods had since completely changed and B.L.T. must now establish a quantum of need.

Mr. H.D. Mace, for Harold Wood, Ltd., and A.S. Jones, Ltd., Liverpool, said that B.L.T.'s undertaking to supply detailed figures of their Continental operations had not been complied with. Mr. Goss replied that certified earnings for all their special-A fleet had been produced at Manchester. The attitude of the Belgian Government had prevented the use of their prime movers on the Continent, he added.

Adjourning the application, Mr. Randolph said he required a complete picture of the fleet's operations in all areas and a division of the Continental figures to show the precise haulage earnings in Great Britain.

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**MEN IN THE NEWS:** Mr. Frank Assinder, Dunlop's deputy district manager for Birmingham (north) has been appointed Norwich manager in succession to Mr. D. Whitehouse, who moves to Bristol as west region sales manager+++ Mr. Stanley S. Dawes has been installed as president of the Institute of the Motor Industry for his 13th year of office+++ Mr. Elis S. Hoglund is the new general manager of General Motors' overseas division+++ Mr. H.O. Hallas, African and Middle East zone manager for Perkins Engines, Ltd., leaves on Monday for a 12,000-mile tour of Central and West Africa+++ Mr. John M. Birch has been re-elected chairman of the National Road Transport Federation. Mr. S.C. Bond, president of the Traders' Road Transport Association, and Mr. R.N. Ingram, chairman of the Road Haulage Association, have been re-elected vice-chairmen+++ Mr. G.O. Martin is the new Northern Ireland district manager for the Goodyear Tyre and Rubber Co. (Gt. Britain), Ltd., in succession to Mr. E.D. Mackintosh, who is now manager of the north-western sales division+++ Mr. J.W. Follett has retired from the board of Triplex Safety Glass Co., Ltd.+++ Mr. R. Bate has succeeded Mr. W.V. Foley as general sales manager of Renold Chains, Ltd. Mr. Foley has been appointed chairman of the company's subsidiaries in Australia+++ Mr. G. Bragg, director and sales manager of Commer Cars, Ltd., and Karrier Motors, Ltd., has retired. He is succeeded by Mr. F.M.S. Best.

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**LORRIES CONVERTED TO TANKERS:** Although five tankers operated by Fred Chappell, Ltd., Batley, under special A licence were originally authorized as flat vehicles and later converted, so that their weight was increased, there was no irregularity, because the Licensing Authority's office was fully conversant with the position. This was submitted to the Yorkshire Deputy Licensing Authority, Mr. J.H.A. Randolph, at Leeds, on Monday, when the company applied for a public A licence. Bulwark Transport, Ltd., Harold Wood and Sons, Ltd., Smith and Robinson (Leeds), Ltd., and B.R.S. (Pickfords), Ltd., objected.

Mr. P. Kenny, for Chappell, said they also sought a B licence to take over three tankers licensed to Yorkshire Transporters, Ltd., an associated company, which was to be wound up. To this there was no objection. The main issue was the origin of the special-A vehicles. Two had been in possession 12 months and three were assigned in February and March last - two from Yorkshire Transporters.

Mr. R. Chappell, managing director, said the vehicles were purchased with the intention of using them as "flats". When work could not be found they were altered to tankers. Before conversion he was told at the Licensing Authority's office that it would be in order; no application was necessary until the licences expired. In addition, the Licensing Authority was informed of the conversions and weight increases by letters from Fred Chappell, Ltd., and Yorkshire Transporters, Ltd. They were also set out in the application last March to take over Yorkshire Transporters' tankers.

Mr. J. Edward Jones, for Harold Wood and Smith and Robinson, submitted that the applicants had no intention of operating "flats" and the conversions took place within three weeks of weighing. The objectors wished details of the dates when chassis and tanks were ordered to be available at the resumed hearing.

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**SUSPENSION PROPOSAL WITHDRAWN:** A proposal to suspend a special A licence of J. Walsh (Darwen), Ltd., was withdrawn at Manchester on Monday by Mr. F. Williamson, North Western Licensing Authority. He refused an application for a public A licence for a 4 $\frac{3}{4}$ -ton tractor and 6 $\frac{3}{4}$ -ton low-loading semi-trailer, previously of 2 $\frac{1}{2}$  tons unladen. The unit had been run under special A licence. Mr. Williamson said the applicants had failed to fulfil their statement of intention. They could submit another application. Mr. J.A. Dunkerley, for Walsh's, said they had acted in good faith.

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**DUNLOP STEEL-CORDED TYRES:** Pilot production has been started by the Dunlop Rubber Co., Ltd., of the RB6 rigid breaker single-ply steel-corded tyre having steel breaker strips between casing and tread. Production research is being initially concentrated on 9.00 - 20 covers rated at 2 tons 3 cwt.



## EMERGENCY NEWS DIGEST

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July 17, 1959

**PLATING REGULATIONS LIKELY:** The Ministry of Transport is seriously considering introducing plating regulations to control the maximum gross weights of vehicles within the framework of the maximum legal limits (writes a special correspondent). The proposal has been in abeyance for about 20 years, but the overloading which is rife, particularly of lighter vehicles, has revived interest in it. Manufacturers are generally in favour of it and have supplied the Ministry with the recommended maximum gross weights of all models made during the past 20 years or so. An immediate effect of such regulations might well be an increase in present recommended gross weights to take care of reasonable overloads. The regulations would probably cover all vehicles currently in use. New ones would be plated by the makers. Responsibility for deciding the maximum gross weights of existing models might devolve upon Ministry examiners, who would take into account modifications made since vehicles were originally built and their mechanical condition.

**FORWARD-ENTRANCE LODDEKA:** Bristol Commercial Vehicles, Ltd., have produced a forward-entrance version of their Loddeka double-decker bus chassis. It is basically similar to the forward-entrance Loline made by Dennis Bros., Ltd., under licence from Bristol, but the latest Loddeka has a single-step entrance, whereas up to now the Loline has had a double step. A step height of only 16 in. has been achieved by reducing the depth of the near-side frame member at the entrance. An I-section member is employed at this point. From the step the floor slopes up slightly to gangway level. Leaf-spring or air suspension is available.

An air-hydraulic braking system replaces the triple-vacuum-servo and full air-pressure systems used previously, and a new Bristol BVW 8.9-litre six-cylindrical oil engine is installed. This unit is a development of the earlier 8.14-litre AVW engine and produces 115 b.h.p. at 1,700 r.p.m. The Gardner 6LW engine remains an alternative and four- or five-speed gearboxes are available.

**FINAL AT BRAMCOTE ?** It now seems likely that the final of the Lorry Driver of the Year Competition will be held at the old R.N.A.S. Station at Bramcote, instead of at Baginton, on September 20. The Earl of Gosford, who speaks for the Minister of Transport in the House of Lords, will distribute the prizes.

The Leeds committee have suggested that competition promoters in the north of England should try to set up a regional council to deal with local matters in relation to national aspects of the contest.

**FLEXIBILITY FOR TIPPER OPERATOR:** Despite the claim by Mr. W.H. Howitt, for British Railways, that they were the major carriers of coal and that any withdrawal of the traffic would decrease efficiency and harm their economy, the Scottish Licensing Authority, Mr. W.F. Quin, added six additional eight-wheeled tippers to the B licence held by Mr. Sam Anderson, Newhouse, Lanarkshire, at Glasgow last week.

Mr. R. MacKenzie, for Mr. Anderson, said that the 15 tippers in the present fleet were far from adequate in view of the boom in building and the rising demand for the transport of slurry (waste fine coal). A representative of the South of Scotland Electricity Board supported the need for the transport of slurry from collieries where rail facilities were not practicable. Mr. Quin ruled that as coal and building materials were balanced seasonally, some flexibility must be given to the operator.

**COMMISSIONERS QUESTION CONTROL:** "Why should we grant you fare increases?" asked Mr. Idris Owen, chairman of the South Wales Traffic Commissioners, when Mr. F.H. Jones, traffic superintendent, applied for bus-fare increases on behalf of Cardiff Corporation. The application stemmed from discrepancies between trolleybus and motorbus fares, but Mr. Owen observed: "The Commissioners control bus fares - you control trolleybus fares. You ask us to increase fares to bring them into line with fares over which we have no control." Decision was reserved.

**NO FURTHER CONCESSION:** An amendment by Mr. Ernest Davies to provide for a flat £12 10s. annual tax for all public service vehicles with more than 20 seats failed during the



report stage of the Finance Bill. He thought the Budget concession was not enough and that a standard tax would be easy to administer. For the Chancellor of the Exchequer, Mr. F.J. Erroll said the original relief was as much as could be afforded, and that public service vehicles should be taxed according to their size.

The Bill was amended to allow three-wheeled farm tractors, or those with two front wheels less than 4 ft. apart, to carry a transport box at the rear on the public road.

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**LINKING -SIX MONTHS' GRACE:** Morecambe excursion operators had regularly linked Llandudno-Rhyl, Southport-New Brighton and Windermere-Keswick, although often it had been necessary to deviate from authorized routes, the North Western Traffic Commissioners were told at Morecambe, when they heard objections to their proposed linking conditions. Mr. H. Backhouse, for 18 local operators, said that in view of the Commissioners' recent Blackpool decision, they would ask for six months' grace to produce a schedule before applying for linked destinations to be authorized. They were already licensed to pick-up, by invitation, at each other's points in Morecambe. Mr. F. Williamson, chairman, said that although the sitting would be confined to the examination of figures to discover the extent of destination linking, the Commissioners would not necessarily agree to the proposals when they were formulated. Mr. P. Kershaw, for British Railways, reiterated that where linking was permitted, vehicle allowances should be correspondingly reduced.

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**COMMISSIONERS SEE DOUBLE-DECK COACH:** A specially designed Leyland Atlantean 50-seat double-decker, purchased by Ribble Motor Services, Ltd., for their express services, was examined by the North Western Traffic Commissioners at Morecambe last week. The bodywork, by M.C.W. to Ribble specification, seats 34 passengers on the upper deck and 16 downstairs. Seats can be adjusted to four positions. Buffet and toilet facilities are located at the rear of the lower deck and luggage is accommodated in boxes over the front wheels. Interior lighting can be dimmed and each seat has a masked reading lamp. Air suspension is employed at the front.

Mr. H. Bottomley, general manager, said the prototype was to be shown to other Commissioners during the next few weeks and it was hoped next year to operate 50-seaters 24 hours a day on long-distance services. Each vehicle will cost about £8,000.

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**NEW MOTORWAY REGULATIONS:** General rules have been made governing the use of motorways in England and Wales. They are contained in the Motorways Traffic Regulations, 1959 (Stationery Office, 5d.), which come into force on August 1. Among other things they prohibit stopping on motorways except in emergencies, and ban learner-drivers. The House of Commons is due today to discuss the Special Roads (Classes of Traffic) Order, and the Motor Vehicles (Speed Limit on Special Roads) Regulations, also to come into force on August 1, and the revised Highway Code.

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**RUTHLESS PRICE CUTTING:** "In the automotive market we are faced with the most ruthless price cutting," says Mr. G.E. Liardet, chairman of Simms Motor and Electronics Corporation, Ltd., in his annual report. In the home market fierce price cutting meant "either the elimination of competition and the creation of privately owned monopoly, or the curtailment of expenditure on research and development, which is so essential if Britain is to maintain her technical superiority and her international prestige. In the export market, such price cutting is even more undesirable, as in those cases where the order would come to this country, anyway, because of our technique and production skill, a battle is commenced between United Kingdom manufacturers which results in the earning of less foreign currency and eventually in a reduction in the standard of service which can be provided."

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**FODEN ORDERS RISE:** Removal of purchase tax from goods-vehicle chassis has caused "a very marked upward surge" in orders for Foden vehicles after one of the most difficult years since the end of the war, says Mr. James Wild, chairman of Fodens, Ltd., in his annual report. Fierce competition had caused profits to be cut drastically to obtain sufficient orders to keep the factory reasonably employed. Trading results of Fodens' subsidiaries in South Africa and Holland were disappointing. In South Africa intense competition from British, Continental and American manufacturers was being experienced.

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**NO TRANSFER WITHOUT FIGURES:** Mr. Idris Owen, South Wales Licensing Authority, who recently took B.R.S. (Parcels), Ltd., to task for the irregular transfer of vehicles from one base to another, gave further evidence last week that large operators cannot expect special treatment. Two subsidiaries of the Davies Bros. group, W.D. Monger, Ltd., and C. Bristow, Ltd., operating well over 100 vehicles from bases in London, Exeter and Stormy Down, Glam, applied to transfer 10 vehicles on special A licences in the South Wales area to ordinary A licences. Mr. C. Rosser John explained that it was extremely difficult to produce figures in respect of the vehicles

concerned, but submitted the earnings of the fleet as a whole.

Adjourning both applications, Mr. Owen said separate figures would have to be produced. If he accepted the bulk earnings as justification for the 10 vehicles, he would be in difficulty if, in six months, application were made for additional vehicles. Obviously he would have to insist on separate figures then. The applicants promised to try to submit separate accounts for the vehicles concerned.

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**IN THE DARK AT SLOUGH:** Ignorance was doubtful bliss for competitors and spectators at the Slough round of the Lorry Driver of the Year Competition last Sunday. No information on marking in the three sections of the contest was forthcoming at any time, whilst competitors had to wait until the prize-giving (some 40 minutes after the last vehicle had completed the manoeuvring tests) to know their class placings. Then only the first three in each class were given, without disclosing marks. The lack of information detracted seriously from the interest of the rally. A woman who wished to lodge an objection on behalf of her husband was not permitted to inspect the score sheets.

Otherwise the contest was well run. Surprisingly few marshals and stewards put more than 100 vehicles through the tests with commendable speed. Only class winners received prizes, there being no award for the best overall driver - W. Warner (Express Dairy Co., Ltd., Austin), who, with 101 penalty points, was outstanding. He was applauded for his stylish and fast performances in all three manoeuvring tests.

Class winners were: Class A: H.L. Simmonds (R.A.F., Bracknell, Standard), 218 penalty points. Class B: E.H. Pearce (Thomas and Evans, Ltd., Karrier), 279. Class C: C. Daines (Fred Myers, Ltd., Austin), 150. Class D: W. Warner (Express Dairy Co., Ltd., Austin), 101. Class E: P. George (Guinness Transport, Ltd., A.E.C.), 138. Class F(1): D. Jones (Shell-Mex and B.P., Ltd., Bedford), 177. Class F(2): N. Martin (Rockware Glass Co., Ltd., Seddon), 166. Class G: W. Killey (Tate and Lyle, Ltd., Commer), 111. Class I: S.A.C. Gowlett (R.A.F., Kidbrooke, Austin), 180.

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**TRIBUNAL AND NORMAL USER:** Only one appeal from a total of eight was upheld by the Transport Tribunal at Edinburgh last week. Two appeals by the British Transport Commission against grants to D.F. Harvey and the Scottish Car Delivery Service were withdrawn.

The Tribunal reversed a decision of the Scottish Deputy Licensing Authority against Mr. George Stott, Alford, Aberdeenshire. Mr. Stott sought renewal of ordinary A licences for two vehicles with an extended normal user, and the addition to his A licences of three vehicles previously operated on contract-A licence for Scottish Agricultural Industries, Ltd. The application was amended to four vehicles. Sir Hubert Hull, president, said a case had been made out for two vehicles previously on contract-A licence. The A licences for two vehicles should be renewed and an additional A licence should be granted for one of the vehicles on an expired A licence. A licence should be granted also for a second vehicle on an expired A licence, but as a penalty for departing from the normal user it should not be issued until October 1.

Dismissing an appeal - against the grant of a B licence for a car transporter - by the British Transport Commission, Sir Hubert made it clear that nothing he had said in the case must be interpreted as a question of principle. The Scottish Licensing Authority had granted the licence, with amended conditions, to A. and C. McLennan, Spittalfield, Perthshire, for an articulated transporter to carry new and used vehicles in Great Britain. Criticism of railway facilities had been strongly denied, but the Tribunal considered a case had been made out for the transporter. It must not, however, be used to collect new vehicles from the Ford Motor Co., Ltd., Dagenham.

Is a B-licence holder who is solely a haulier and proves need for an A licence, entitled to "conversion" of the licence to A with a normal user similar to the B-licence conditions? This point was raised when Mr. W.W. Cook, Brechin, appealed against the Scottish Licensing Authority's refusal to grant an A licence for six vehicles totalling 24 tons. The appeal was dismissed.

Highland Haulage, Ltd., Inverness, who owned 40 vehicles and spent £70,000 on hiring in the year ended August 31, 1958, lost their appeal for 10 additional vehicles to be hired. The Scottish Licensing Authority had refused them 30 additional vehicles to carry fish, agricultural and forestry products. The B.T.C. and 29 independent hauliers had objected. At the appeal hearing the company changed the request to 10 vehicles. Giving judgment, Mr. J.C. Poole said that at certain times pressure on hauliers in the Highlands was severe, but this was relieved by granting short-term licences. Until better evidence of need was forthcoming the Tribunal must endorse the Authority's decision. Mr. Poole advised the company to consider the situation, so that the question of their normal user could be studied when their special A licence expired in May, 1960.



In another case, Allison's Transport (Contracts), Ltd., Dundee, were rebuked for breach of normal-user declaration. The Tribunal upheld the Scottish Deputy Licensing Authority's refusal to allow the company to replace a 5-tonner by a 6-tonner on an A licence and to grant an A licence for five vehicles for general merchandise within Great Britain. Sir Hubert said: "These vehicles have, to an overwhelming extent, been used for purposes other than the purposes for which the Licensing Authority had been told they would be used when he granted the licences. We don't think that kind of behaviour can be tolerated."

The grant of three vehicles on an ordinary A licence by the Scottish Licensing Authority to Allison's was, however, upheld and an appeal against it by the B.T.C. failed. The vehicles replaced three lighter lorries previously operated under special A licence. In one case there was an increase of  $2\frac{1}{2}$  tons unladen and in another, 8 cwt.

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**PROFIT AND LOSS: E.R.F. (Holdings), Ltd.,** £86,189 consolidated net profit after £82,730 tax. Year's dividend 20%.+++ **United Transport Co., Ltd.,** £557,463 group net profit after £455,286 tax. Year's dividend 12 $\frac{1}{2}$ %, plus 2 $\frac{1}{2}$ % capital bonus+++ **Blackburn Transport Department,** £7,620 net surplus after interest, debt, capital and other charges. Total revenue £477,070 (39.79d. per bus-mile); total working expenses £423,708 (35.34d. per bus-mile). Passengers 36m.; mileage 2.8m. Rate of loss of traffic shows a decline+++ **Surrey Motors, Ltd.,** £4,951 net profit after £7,013 tax. Year's dividend 12 $\frac{1}{2}$ %+++ **Sunderland Transport Department,** £15,090 net profit after debt, capital and other charges. Total working expenses £813,027 (28.185d. per bus-mile); total income £914,309 (31.696d. per bus-mile). Passengers 87.5m; mileage 6.9m+++ **Birmingham Transport Department,** £292,927 net surplus after debt, depreciation and other charges. Total expenditure £7,263,176 (37.241d. per bus-mile); total income £8,309,649 (42.606d. per bus-mile). Passengers 454m. (a reduction of 1.6%); mileage 46.8m.+++ **Clifford Motor Components, Ltd.,** £296,289 group net profit after £324,015 tax. Year's dividends equal to 18 $\frac{1}{2}$ %+++ **Holmes (Homalloy), Ltd.,** £25,437 net profit after £30,155 tax. Year's dividends 15%.

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**MEN IN THE NEWS: Mr. E. Crosse,** an executive director of J. Brockhouse and Co., Ltd., has retired +++ **Mr. B.B. Winter,** director of engineering of the Rootes Group, has retired +++ **Mr. Harold Dillistone,** western sales division manager of the Goodyear Tyre and Rubber Co. (Gt. Britain), Ltd., is retiring after 40 years +++ **Mr. H.H. Chapman** has resigned from the board of Mann, Egerton and Co., Ltd. **Mr. R.A. Edmonds,** director, will now be in charge of the Cromer Road works, Norwich +++ **Mr. C.W. Brown** has been appointed Solex factory representative for South Africa and Rhodesia +++ **Mr. R.J. Lewis** has retired from the board of Kerry's (Great Britain), Ltd. **Mr. H.R. Peters** has been appointed assistant managing director +++ **Mr. J.L. Blackwood Murray,** managing director of Leyland's South African company, is joining the board of Leyland Motors, Ltd., the parent concern. He is the elder son of Dr. T. Blackwood Murray, joint founder of the Albion Motor Car Co. in 1900 +++ **Mr. E. Leith,** service manager of Klaxons, Ltd., is shortly retiring after 47 years' service +++ **Mr. R.R. Kellar, Mr. P. Tonge, and Mr. R.H. Sitch** have been appointed executive directors of Super Oil Seals and Gaskets, Ltd.

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**NORMAL-USER CHANGE REFUSED:** An attempt by T.E. Woodward and Son, Ltd., Accrington, to extend the normal user of what was originally a tipper by adding furniture and household effects, was refused by the Acting North Western Licensing Authority, Mr. L.H. Shelton. Opposing the application, Blackburn members of the N.A.F.W.R. alleged irregularities in the use of the company's B-licence vehicles on removals, but because it was an A-licence case, Mr. Shelton would not consider them.

**Mr. J.A.R. Dunkerley,** for Woodward's, said they wanted to transfer three of their five special-A vehicles and one on public A licence to a new A licence with an extended normal user. The four vehicles were all doing the same work. Two "B" vehicles were fully employed on removals within 120 miles. The allegations of irregularity could not be sustained. Woodward's had been removers for 40 years. **Mr. J.H. Woodward** said about 30% of the removal work was done by the vehicles in the present application. The vehicle on public-A licence was acquired about five years ago and was then a broken-down tipper. After about nine months it was converted to a van. Mr. Shelton said a case had been made out for the special-A vehicles, but a new normal user for the public-A van was refused.

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**INCREASE SOUGHT - REDUCTION ORDERED:** The Minister of Transport has ruled that the charge made by Consett U.D.C. for the use of their bus station should be reduced from 1s. to 9d. per bus per day. The council proposed to raise the amount to 1s. 4 $\frac{1}{2}$ d. and local operators objected.



# COMMERCIAL MOTOR

## EMERGENCY NEWS DIGEST

'The Commercial Motor' regrets that publication has had to be suspended because of the printing dispute. To reduce inconvenience to readers, a summary of the week's news is being circulated, free of charge, to subscribers. Emergency continues.

PUBLIC LIBRARY

AUG 21 1959

DETROIT

July 24, 1959

**WORSE CASE THAN "ALLINSON":** Weight irregularities concerning a vehicle originally operated under special A licence by G. C. and A. Robson, Slaley, near Hexham, were described by Mr. J.A.T. Hanlon, Northern Licensing Authority, last Friday, as worse than those in the "Allinson" case. He removed the vehicle from their public A licence and refused a request to suspend the deletion, pending appeal, but allowed seven days' grace to prevent inconvenience to customers. The appeal would be on the ground that any false statement was made on advice from the Licensing Authority's office.

Mr. Alan Robson said that in October, 1957, he applied for variation of a special A licence to replace a vehicle of 4 tons 14 cwt. 91 lb. by one of similar weight, a Seddon MNL 960. Immediately after the grant it was fitted with a heavier body and an additional axle, bringing its weight to 5 tons 18 cwt. 64 lb. and increasing the carrying capacity from 8 tons to 12 tons. Although the change was notified to the local taxation office, the Licensing Authority was not informed. The Road Haulage Association at Newcastle informed him they had been advised by the clerk to the Licensing Authority, in 1955, that it was not necessary to make an application unless the vehicle was being changed. When Mr. Robson's attention was drawn to decisions of the Licensing Authority on these matters in 1958, he sought to transfer the vehicle to his public A licence.

Questioned by Mr. Hanlon regarding alleged false statements on the application form, Mr. Robson said the form was made out at the Association offices and he signed it in good faith. Mr. Hanlon pointed out that the application was made in a way calculated to cover up the irregularities. The vehicle was described as one to be acquired, and a note on the form said there would be no increase in carrying capacity. The day after the application was granted a letter from the R.H.A. disclosed that the vehicle to be acquired was in fact MNL 960 and its unladen weight was 5 tons 18 cwt. 64 lb. This was at once challenged by the clerk to the Licensing Authority. Mr. Robson had admitted that he intended to operate a six-wheeler when the original application was made in 1957, and the vehicle was never used at the weight specified on the special A licence.

Mr. J. Croft, for Robson's, submitted that the description of the vehicle as "one to be acquired" was due solely to a mistake in procedure at the R.H.A. offices, which had since been rectified. Mr. Robson had acted in good faith.

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**28 TONS FOR TANKERS?:** The Minister of Transport proposes to raise the maximum gross weight of eight-wheeled tankers from 24 tons to 28 tons. The axle limit of 9 tons will remain. The concession will apply to vehicles carrying solely liquid loads in closed, fixed tanks. Vehicles must have power-assisted brakes with a warning device, readily visible to the driver when driving, to indicate any impending failure in the vacuum or pressure system. This development was foreshadowed by "The Commercial Motor" 18 months ago. Interested organizations have until September 15 to make their observations.

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**ABNORMAL LOADS ON MOTORWAYS:** Abnormal loads up to 14 ft. wide are to be allowed freely on motorways, subject to two days' notice being given to the police. This provision will cover other roads, too, whereas in the past loads up to 20 ft. wide have been permitted on them without prior authorization. All loads more than 14 ft. wide will in future need special authorization. There will be no speed limits on motorways, except for vehicles drawing trailers with two wheels or four wheels on close-coupled axles. The Special Roads (Classes of Traffic) Order, 1959, and Motor Vehicles (Speed Limit on Special Roads) Regulations, 1959, which make these provisions, were approved by the House of Commons last Friday. They come into force on August 1. The House also passed a new version of the Highway Code.

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**HAULAGE WORKERS' PAY RAISED:** R.H.(66), which awards an increase of 5s. a week to adult road haulage workers and proportionate increases for juniors, came into force on July 20.

**GOVERNMENT ASSURANCE ON FLEXIBILITY:** Mr. G.R.H. Nugent, Parliamentary Secretary to the Ministry of Transport, gave an assurance in the House of Commons last week that the Government regarded flexibility in goods-transport licensing as important. "If we should find that the natural development of the law as it stands was resulting in too much rigidity in the goods licensing system and hampering the road haulage industry, then we should be obliged to look again at the present legislation and to consider whether any change was called for," he said, "but our view at present is that the system is functioning satisfactorily."

Mr. W.R. Rees-Davies (Cons., Isle of Thanet) had claimed that A-licensees were being unduly fettered by decisions on normal user by the Transport Tribunal and the Licensing Authorities. He attacked a decision of Mr. J.A.T. Harlon, Northern Licensing Authority, as being entirely wrong. He claimed that Section 5(1) (c) of the 1933 Act was intended mainly to enable objectors to be informed of the scope of licence applications and not to limit the applicant's future activities. Mr. Nugent refuted this argument and said that the section must be read in conjunction with Section 6(2) (b), dealing with the previous conduct of a carrier. He added that there was no possibility of the Conservative Government restricting C-licensees in any way.

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**TANKER WIN IN OXFORD ROUND:** The Oxford round of the Lorry Driver of the Year Competition, held at the premises of Smiths Motor Accessories, Ltd., at Witney, last Sunday, was won by J. Greening, driving an A.E.C. tanker in Mobil livery, who lost 55 penalty marks, 54 of them in the width-judging and garaging tests. An even better performance was put up by W.J. King, driving a Tate and Lyle Commer, with the loss of only 47 points. At Oxford, however, the overall winner is the driver with the highest marks above average in his class, and King's class produced only four starters.

Of the 102 competitors, 16 completed the kerbside parking test without loss of marks. Of the other two tests in the manoeuvring section, one caused the loss of 6,321 points and the other 6,289, an indication that each was equally difficult. Two other drivers, R. Townsend, of Amey's, and N. Cross, of the same group, kept their scores below three figures and there was local jubilation at the success of E.R. Schroeder from Smith's Witney factory, who won Class B in his first competition. A feature of the organization was the speed with which results were announced. With the assistance of a computer team provided by the hosts, placings in full detail were available on duplicated sheets within minutes of the completion of the tests in each class.

Class winners were: Class B: E.R. Schroeder (Smiths Motor Accessories, Ltd., Austin), 117 penalty points. Class C: S.G. Jenkins (Tate and Lyle, Ltd., Bedford), 99. Class D: R. Townsend (Amey Group, Ltd., Austin), 74. Class E: J. Greening (Home Counties Petroleum Products, Ltd., A.E.C.), 55. Class F(1): R. Stephenson (Belling and Co., Ltd., Austin), 172. Class F(2): N. Cross (Amey Group, Ltd., Austin), 79. Class G: W.J. King (Tate and Lyle, Ltd., Commer), 47. Class H: B. Bateman (Amey Group, Ltd., E.R.F.), 207. Class I: S/Sgt. Hartley (129 Inf. Workshop, R.E.M.E. (T.A.), Thames), 151.

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**TEAM RIVALRY AT STOKE:** At 1.15 p.m. last Sunday, the Lord Mayor of Stoke-on-Trent, Ald. H. Clowes, was congratulating the organizers and marshals of the first Lorry Driver of the Year contest to be held in the Potteries, on completion of the tests by all 97 competitors. But a delay of three hours in preparing the results frustrated hopes of creating a new standard of rapid progress to match the high standard of skill shown by drivers in every class. Drivers of two Thames vehicles entered by B. Kettle and Co., Ltd., represented the only hauliers in the event. The Road Haulage Association's trophy was awarded to M. Murfin, who drove a C-licence Bedford in Class D, and incurred the lowest penalty marks (35) of the day. He was one of three drivers of Adams (Wholesale) Dairies, Ltd., to win the team prize. Among the three drivers placed second in the contest for the team prize, the winner of Class E (E. Hulme, Pease Transport, Ltd.) lost 80 points, but his expert handling of a Foden eight-wheeled tanker gave promise that he will be a serious contender for honours in the final. There was a fine spirit among members of the 14 official teams in the contest. It appeared that in most cases the drivers adhered to a closely agreed formula when tackling the tests.

Class winners were: Class A: R. McBean Elliot (James Stone and Son, Morris-Commercial), 76 penalty points. Class B: S.J. Brindley (Stoke-on-Trent Corporation, Austin), 79. Class C: J.C. Martindale (Pease Transport, Ltd., Guy), 62. Class D: M. Murfin (Adams (Wholesale) Dairies, Ltd., Bedford), 35. Class E: E. Hulme (Pease Transport, Ltd., Foden), 80. Class F(1): N. Ryder (Guest, Keen and Nettlefolds, Ltd., Bedford), 327 - bye to final. Class F(2): L. Johnson (Simplex Electric Co., Ltd., Thames), 176. Class G: G. Bailey (Adams (Wholesale) Dairies Ltd., A.E.C.), 60. Class H: R. Richardson (R.A.F., Bedford), 158. Team award: J. Scragg, M. Murfin, H. Grindon (Adams (Wholesale), Dairies, Ltd., Bedfords), total penalty points, 205.

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**LORRY DRIVER FINAL:** Bramcote has been confirmed as the site of the final of the Lorry Driver of the Year Competition on September 20.



**LOW PENALTIES AT PLYMOUTH:** Not only did H. Turnbull (Turnbolls, Ltd., Dodge) win class B of the Plymouth round of the Lorry Driver of the Year Competition last Sunday, but his penalty marking of 23 was the lowest of the day, although closely followed by that of another of Turnbolls' drivers, A. Couch (Bedford), who, with 26, won class A. Turnbolls, Ltd., also carried off the team prize. The Territorial Army were unable to repeat their success of last year when Sgt. P. Tucker (506 Coy. (Inf. Div. T.P.V.) R.A.S.C., T.A.), incurred the least penalty marks of all competitors. Sgt. Tucker could manage only third place in class I, which was won by A.Q.M.S. W.B. Weeks (Bedford) of the same unit, with 80 penalty points. As one has come to expect at Plymouth, the organization was excellent and interest was maintained by a really informative, audible commentary and quickly released, comprehensive result sheets.

Class winners were: Class A: A. Couch (Turnbolls, Ltd., Bedford), 26. Class B: H. Turnbull (Turnbolls, Ltd., Dodge), 23. Class C: A. Weeks (R.A. Gibbs, Albion), 147. Class D: B.C. Clarke (S.P.D., Ltd., Bedford), 52. Class E: D. Kinver (Symons Cornall, Ltd., Leyland), 79. Class F(1): M. Thorne (Tate and Lyle, Ltd., Bedford), 108. Class F(2): R.M. Thorne (Tate and Lyle, Ltd., Bedford), 154. Class G: G.W. Hodge (Shell-Mex and B.P., Ltd., Leyland), 132 (sole entry). Class H: A. Braddon (H.M. Dockyard, Bedford), 179 (sole entry). Class I: A.Q.M.S. W.B. Weeks (506 Coy. (Inf. Div. T.P.V.), R.A.S.C., T.A., Bedford), 80.

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**PROFIT AND LOSS:** Edinburgh Transport Department, £2,400 surplus. Passengers declined by 4.65m. +++ The George Cohen 600 Group, Ltd., £657,739 combined group profits after £650,370 tax. Year's dividends 12% +++ Leicester Transport Department, £92,219 net surplus after all charges. Total income £1,132,254 (37.407d. per bus-mile); total working expenses £981,851 (32.438d. per bus-mile). Passengers 87.4m. (a decline of about 3%); mileage 7.2m. +++ Vokes, Ltd., £151,480 net profit after £186,546 tax for nine months to March 30 last. Dividend equal to 12%.

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**MEN IN THE NEWS:** Maj. A.C. Herring has retired from the board of the British Motor Corporation +++ Mr. J. Mackenzie, court clerk to the Scottish Licensing Authority for the past 2½ years, has taken over new duties at London Airport +++ Col. Sir Godfrey Llewellyn has become a director of the Rhondda Transport Co., Ltd. +++ Sir Henry Spurrier, chairman and managing director, Leyland Motors, Ltd., has been re-elected chairman of the British Transport Vehicle Manufacturers' Association +++ Mr. R.S. Witchell has left the board of E.N.V. Engineering Co., Ltd. +++ Mr. G.J. Skelton has been appointed deputy chief removal and travel manager of Pickfords on the retirement of Mr. R.T. Pearce +++ Mr. N.B. Allan is now manager of the United Dominions Trust Aberdeen office. Mr. C. McIndoe will take his place as manager at Inverness +++ Mr. Peter Allan has been appointed a director and general manager of F. Perkins (Canada), Ltd. +++ Lt.-Col. C.R. Gray, managing director of Sharp's Commercial, Ltd., has in addition been appointed chairman of the Loxhams group +++ Mr. T. Gray, deputy general manager of Edinburgh Transport Department, has been elected chairman of the Scottish section of the Institute of Transport +++ Mr. S.B. Hartshorne, formerly chief engineer of Henry Meadows, Ltd., has succeeded Mr. J.C. Walter as chief engineer of the Cummins Engine Co., Ltd. +++ Mr. E.C. Riley has resigned from the board of Vauxhall Motors, Ltd.

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**AYLESBURY MARATHON - STILL RUNNING:** The final witness - who brought the total to 86 - was heard in the Aylesbury coach inquiry by the East Midland Traffic Commissioners last week. But two submissions were still unheard and a further adjournment - which will take the hearing into a ninth day - was ordered.

It had been made clear that a period coach service to Bournemouth was an urgent necessity, said Mr. Stephen Terrell, for Keith Garages, Ltd. He asked for dispensation for his proposed Aylesbury-Bournemouth service to operate until the resumed hearing. Buckmaster Garages, Ltd., United Counties Omnibus Co., Ltd., and Seamarks Bros., Ltd., also asked for dispensations and the chairman, Mr. C.R. Hodgson, promised a decision within a few days.

At last week's hearing the Buckmaster objection to Seamarks' feeder service was withdrawn and Seamarks withdrew their opposition to Buckmaster's application.

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**CO-ORDINATING BUSMEN'S PAY:** The national passenger group committee of the Transport and General Workers' Union have endorsed an agreement under which consultation will take place between the London, provincial company and municipal busmen before any of the three sections makes a claim for improved wages and conditions.

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**TRUNK ROAD PLANS CRITICIZED:** The report by the Select Committee on Estimates, published last week, stated that the Government's trunk-road programme had been inadequately prepared, was out of proportion and not ideally organized. But the



committee were satisfied that there was a growing awareness of the deficiencies by Mr. Harold Watkinson, Minister of Transport, and Mr. Ian Maclay, Secretary of State for Scotland, and the investigating sub-committee had been impressed by the amount and quality of the construction in progress.

Commenting on the increase from the £2m. estimated for trunk roads in 1954-55 to the planned cost of £32m. for the past financial year, the report said that if the programme were to be organized efficiently there must be adequate research into traffic needs. Research into materials and methods should be well advanced before construction started. If 1s. per ton of earth moved could be saved, the cost of the London-Birmingham motorway would be reduced by £1m. Recommendations include higher priority for schemes for improving urban traffic conditions and an early decision on whether motorways should be lighted.

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**CONDITIONS REGARDLESS OF DECISIONS:** When the pending applications in the North Western Area to regularize linking are heard, the Commissioners' conditions to stop unauthorized linking will be imposed irrespective of decisions on individual cases. Mr. F. Williamson, chairman of the North Western Traffic Commissioners, said this when E.J. Bostock and Sons, Congleton, made the first linking application coinciding with the Commissioners' proposals to restrict the linking of catchment areas and destinations to that authorized on licence.

Mr. H. Robinson, for Bostock's, said they sought to link their services from Congleton and Macclesfield to enable one coach to be used from both towns to a particular destination, and to link destinations at (a) Chester, Rhyl, Colwyn Bay and Llandudno, and (b) Morecambe and Windermere. It was admitted that destinations had been linked irregularly in the past. The change would benefit the public and enable Bostock's to operate economically out of season. For North Western Road Car Co., Ltd., and their associated companies, Mr. F.D. Walker said they would not object to the linking of Macclesfield and Congleton, which was geographically justified, but they strongly opposed destination linking. Irregular operation was no ground for a grant. Reserving decision, Mr. Williamson asked for more information, including full figures of all operations, and the destinations to which catchment-area linking would be directed. The question whether linking merited a reduction in vehicle allowance would also be considered.

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**"B" TO "A" TRANSFER OVERRULED:** A decision of the Yorkshire Deputy Licensing Authority transferring five vehicles operated by F. Phillips (Haulage), Ltd., Sheffield, from B licence to A licence was reversed by the Transport Tribunal in London on Monday. Sir Hubert Hull, president, said Phillips had had the advantage of eight or nine months' operation on A licence and could continue until the end of October, by which time they could make a new application. Mr. J.R.C. Samuel-Gibbon, for the British Transport Commission, said the original B-licence conditions allowed radii ranging from five to 35 miles for the carriage of steel, whereas under the A licence all five vehicles were now permitted to carry refrigerators, machinery, scrap metal and rubbish within a radius of 16 miles. All this was new traffic - and the vehicles were tippers. Mr. J.W. Mellor, for F. Phillips, said the grant made the A and B-licence vehicles interchangeable. Nine of the A-licence vehicles were engaged on local work.

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**PENSIONERS A NATIONAL ISSUE?:** Concessionary excursion fares for old-age pensioners should be dealt with nationally, the Yorkshire Traffic Commissioners were told when British Railways and 19 northern bus companies opposed proposals by Wallace Arnold Tours, Ltd., and six other Yorkshire excursion operators to cut off-peak fares for pensioners. The objectors claimed that the proposals would result in serious loss of traffic to stage and express operators.

If granted, the applications, first heard in May ("The Commercial Motor", May 29), would undercut existing fares from Leeds to Scarborough, Bridlington, Morecambe, Blackpool and many other places, said Mr. J.W. Lawrence, traffic manager, West Yorkshire Road Car Co., Ltd. The Yorkshire Pool companies strongly opposed fare reductions for a particular class. Many pensioners had other means and would enjoy concessions at the expense of stage and express passengers. Decision was reserved.

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**CLEANING OIL-ENGINE EXHAUSTS:** Experimental work on the use of catalytic afterburners and the treatment of exhaust fumes for oil-engined vehicles had been started by the Warren Spring Laboratory, Mr. Harmar Nicholls, Parliamentary Secretary to the Ministry of Works, said last week. The Laboratory was seeking technical information on an American device for cleaning oil-engine exhausts.

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# COMMERCIAL MOTOR

## EMERGENCY NEWS DIGEST

'The Commercial Motor' regrets that publication has had to be suspended because of the printing dispute. To reduce inconvenience to readers, a summary of the week's news is being circulated, free of charge to subscribers while the emergency continues.

PUBLIC LIBRARY

AUG 18 1959

DETROIT

July 31, 1959

**ROAD PRIORITY FOR COMMERCIAL VEHICLES:** "The traffic capacity of the streets should be available for the movement of public transport vehicles, industrial traffic, delivery vans ..." says the report of the London Roads Committee published last Friday. The committee, consisting of representatives of the Ministry of Transport, London County Council and the director of the Road Research Laboratory, make recommendations on the development of London's roads over the next 20 years to increase traffic capacity by 50%.

They have put forward two schemes, one costing £120m. (representing the present level of expenditure) and the other £200m., to be effective if the money available for the work were increased. Both suggest improvements of existing roads to provide effective circular and cross routes, using roundabouts wherever possible at intersections, and fly-overs or fly-unders when roundabouts would not suffice. It is proposed to prohibit long-term car parking in central London by the extension of parking meters and strict enforcement of no-waiting regulations. Traffic capacity of the streets might thus be increased by 15-20%. Daily garage accommodation might well cost 12s. 6d. or more.

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**FIRST RULES ON VEHICLE TESTS:** Draft regulations to enable the Minister of Transport to appoint examiners to operate the scheme for testing vehicles more than 10 years old have been prepared. Heavy goods vehicles, public service vehicles and pedestrian-controlled vehicles are excluded from the scheme. The examination covers steering, brakes, lighting equipment and reflectors, and the tests to be made on each are prescribed in the draft. Further regulations will be made later specifying the dates by which vehicles of various ages will be required to be examined.

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**LICENSING SYSTEM UNDERMINED:** The transfer of an identity certificate and use of an unlicensed vehicle undermined the Licensing Authority's chief means of control and would not be tolerated, Mr. R.A. Hall, West Midland Deputy Licensing Authority, said last week when granting a new B licence to G. Smith, Quinton. Further transgression would have serious consequences, he warned. Mr. Hall refused the renewal of a B licence, held by Mr. Smith for more than 20 years, when these irregularities were revealed at an inquiry in May. The licensed vehicle had not been used since March, 1958. Mr. N. Carless, for Mr. Smith, submitted that he had paid for his misdeed. A former customer, H. Gilbert and Son, Ltd., supported his application to carry coal and coke within 15 miles.

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**NO SUPPORT - NO INCREASE:** Additional vehicles would not be granted if companies refused to send witnesses to support hauliers from whom they required transport, nor for county council work following the acceptance of price tenders which gave no guarantee of work. The West Midland Deputy Licensing Authority, Mr. R.A. Hall, gave this ruling, last week, when he refused an application by J. Williams, Colehill, to add two vehicles to his B licence.

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**NO MEDALS FOR TRIBUNAL:** "We shall get no medals for giving a B licence to do C-licence work," said Sir Hubert Hull, president of the Transport Tribunal, on Monday. An appeal by F.C. Swift and Co., Ledbury, against the West Midland Deputy Licensing Authority's refusal to renew a B licence for four vehicles and a trailer was dismissed. Mr. F.C. Swift had used the vehicles in connection with his engineering business, for which a C licence was adequate. An offer had been made to acquire the haulage section of the Swift business, subject to the B licence being renewed. A deposit on the agreement had been paid, but when the licence was not renewed the offer was withdrawn and the deposit reclaimed. The appeal was made because Mr. Swift wanted to continue with the sale of the vehicles with the B licence. Mr. N.I.C. Macaskie, summing up, said the Tribunal had every sympathy for the appellant, but there was no evidence to justify a B licence.

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**OUTPUT AND EXPORTS UP:** Commercial-vehicle output in the first half of this year, at 176,457 units, was 11,313 higher than in the corresponding period of last year. Exports rose from 61,258 to 62,701.

OAKLEYS APPEAL TO PAY CREDITORS: The Metropolitan Licensing Authority's revocation of an A licence for two vehicles owned by Oakleys (London and Scottish) Transport, Ltd., Wapping High Street, London, E.1, was described as being too severe a penalty by Mr. C.R. Beddington, for the company, when they appealed before the Transport Tribunal in London last week. The licence was revoked on May 7 for drivers' hours and records offences. Mr. Beddington claimed that the main blow would fall on Oakleys' creditors. The intention of Mr. Peter Rhodes, who owned £9,700 of the £10,000 share capital, he added, was to sell the business as a going concern, if the licence were re-instated, in order to pay off the creditors.

Mr. R.F. Penney, accountant for Oakleys, said a substantial offer had been made for the company and the three other haulage concerns in the group. It was later revealed that this figure was £70,000. Oakleys had 20 vehicles - all on hire purchase which were now hired to associated companies having directors common to the Oakleys' board.

Hearing that, following a further licence revocation involving six Oakleys contract-A vehicles, these vehicles had been transferred on hire to an associated company, Pullrode, Ltd., Sir Hubert Hull, president, observed: "This situation makes nonsense of control over hauliers, since Pullrode's might be operated in the same manner as Oakleys had been." The appeal was adjourned to enable the affairs of Oakleys and their associated companies to be clarified.

The subject of increased weights and extra axles came before the Tribunal when T.A. Metcalfe, Longfield Road, Darlington, appealed against the Northern Licensing Authority's revocation of two special A licences. The Authority had said he would grant public A licences in three months' time, but at a lower unladen weight. Mr. J.R. Croft, for the appellant, maintained that Mr. Metcalfe was in this way being penalized twice. Both the vehicles concerned in the appeal had been converted from four-wheelers to six-wheelers and their weight increased. One had been operated as a four-wheeler for just over a year, but the second had never been run at its licensed weight. It was stated that before altering the first vehicle Mr. Metcalfe sought advice from the Road Haulage Association, who confirmed that no irregularity would occur in increasing the weight. Mr. Frank Milton, secretary of the Northern Area of the R.H.A., who was called as a witness by the Tribunal, said it was likely that Mr. Metcalfe had sought their advice. At the time they had been advised by the clerk to the Licensing Authority that, so far as could be ascertained, it was not necessary to notify the Authority of structural alterations.

Sir Hubert Hull said the Tribunal were satisfied that what had been done wrongly had been done in reliance on information from the R.H.A. They did not think the law had been deliberately broken, but some penalty must be imposed. The licences, which were revoked on June 26, would be suspended until the end of August. The renewal application should be considered without reference to changes in weight.

The Tribunal decided in favour of J.B. Hudson, Ltd., when the company appealed against another revocation of a special A licence for a vehicle of  $7\frac{3}{4}$  tons by the Northern Licensing Authority. Sir Hubert said the Tribunal believed that Hudson's had throughout acted in good faith and they ordered that the revocation - enforced on June 23 - should be replaced by two months' suspension to operate until August 15, when a new application for a public A licence was to be made. The new application should be treated entirely on its merits.

Mr. Campbell Wardlaw had explained that Hudson's bought the lorry from the British Transport Commission in 1953, when it was described as a flat vehicle of 6 tons 18 cwt. 2 qr. They did not at the time check the stated weight, but when Cumberland County Council called for the vehicle to be reweighed it was found to scale 7 tons 9 cwt. 70 lb. The R.H.A. advised an application for public A licence for the vehicle. Hudson's asked the Licensing Authority's office to amend the licence, but were told that the request could not be met, because the change in weight had occurred before the application was made. Later the weight was increased by the addition of an extra axle to correct a steering fault. The R.H.A. advised notification of the taxation office, but considered it unnecessary to tell the Licensing Authority. The modified weight of 7 tons 11 cwt. appeared on a taxation form dated July 5, 1956. The revocation was imposed when the special A licence became due to "renewal".

The Tribunal upheld an appeal by Isaac Smires and Sons, Ltd., Yeadon, near Leeds, against the Yorkshire Licensing Authority's refusal to renew an A licence for five vehicles, but to grant only two of them. Sir Hubert ordered that a licence be issued in respect of all five vehicles, with a normal user as declared on the application. The Tribunal criticized the Authority's decision to amend the normal user of the two vehicles for which he had granted licences. "No one can alter - against the will of an applicant - a statement of what he will do if he gets a licence," said Sir Hubert.



For Swires, Mr. J.R.C. Samuel-Gibbon said the case revolved on the declaration of normal user. The vehicles concerned were two tippers and three platform lorries. After financial control of the company changed hands in June, 1957, new traffic began to come in. Swires sought the advice of the R.H.A. and applied to replace three tippers by one long-wheelbase tipper and two platform lorries with a new normal user. Although it was not an application which was bound to be granted, the Licensing Authority granted the variation without public inquiry in November, 1957. By a further substitution in December, 1957, another vehicle was replaced by a platform lorry, and there were then two tippers and three "flats" on the licence.

For the respondents - F. and H. Croft (Yeadon), Ltd., and Isaac Croft and Sons, Ltd. - Mr. F.A. Stockdale submitted that as the grant of November, 1957, was a nullity, the only effective declaration of normal user was that of 1953.

When the renewal was sought last year the appellants should have shown proof of need. The case should be sent back to the Licensing Authority. Sir Hubert disagreed and added that the Tribunal did not think the grant of November, 1957, was a nullity.

An appeal by Purle Bros., Thundersley, and Tovey Transport, Ltd., Cambridge, against the grant of a B licence for a cesspool-emptyer to Mr. E.E. Robinson, a pig farmer, of Leaden Roding, Essex, was upheld. The order was, however, set aside until September to allow Mr. Robinson to submit a new application, because the Tribunal thought he could make out a better case than he had done. His application had been supported by two local authorities and the National Farmers' Union. Sir Hubert said he thought that, like fire-engines, there could not be too many cesspool-emptyers at the public's disposal. The Tribunal had every sympathy with the small man, but no one had offered specific evidence of need.

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BIGGER B.R.S. PROFITS? The conflicting functions of the road and rail services of the British Transport Commission were mentioned by Sir Brian Robertson, chairman, in the Commission's report, published last week, reappraising the railway modernization plan. It said the undertaking had on one hand to be competitive, and on the other hand was expected to be guided primarily by public interest. Improved financial results were expected from British Road Services, as well as from London Transport when the charges schemes was implemented. The Tilling and Scottish bus groups were likely to have difficulty in maintaining their position, because of the growth of private transport.

On the undertaking as a whole the report forecast a working surplus of between £50m. and £100m. by the end of 1963, subject to interest charges of £85m. After 1963 there was a prospect of larger working profits, but these might be cancelled out by rising interest charges. It was on this point that the report had requested Government consideration of the Commission's financial structure.

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CHANGE IN BRAKING RULES? The Minister of Transport proposes to change the provisions on braking in the Motor Vehicles (Construction and Use) Regulations, 1955. Petrol-engined vehicles not exceeding 3 tons unladen, with vacuum-assisted brakes, would be exempt from the need for a device to give warning of impending failure or deficiency of the system. The brakes would, however, have to be capable of stopping the vehicles in a reasonable distance without vacuum assistance.

It is also proposed to allow the hand brake to act on the front wheels alone where the foot brake takes effect on all wheels, or such lesser number of wheels as specified in Regulation 44(5). This amendment would in the first place benefit goods vehicles which are motor cars, but the concession would be extended also to locomotives, motor tractors and heavy motor cars. Interested organizations have until September 4 to submit their observations.

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"30" STILL FOR BUSES: Mr. Harold Watkinson, Minister of Transport, stated in the House of Commons last week that he had decided not to increase the speed limit from 30 m.p.h. to 40 m.p.h. outside built-up areas for larger public service vehicles and light goods vehicles with an unladen weight not exceeding 30 cwt.

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40-HOUR WEEK CLAIM: The employers' side of the National Joint Council for the road passenger transport industry will reply later to a claim for a 40-hour week submitted by the unions last week on behalf of municipal busmen. The companies have already rejected a similar demand.

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WARNING ON BREACHES: McQuatter Bros., Glasgow, who in May were fined £5 for a breach of licence conditions and £20 for drivers' hours offences, were called before the Scottish Licensing Authority, Mr. W. Quin, last week. It was stated that the offences occurred while Mr. McQuatter was ill, and were committed by a mechanic who drove only occasionally and was practically illiterate. Mr. Quin said he would administer a caution, but further breaches would result in the removal of the vehicles from the licence.

**FOOTBALL TRIPS CUT:** To protect the railways the Minister of Transport has varied a licence granted by the Yorkshire Traffic Commissioners to Wallace Arnold Tours, Ltd. to continue excursions and tours from Bradford, with the addition of 14 new destinations. He has ordered that football excursions to Chesterfield and Salford should be deleted from the licence because there were adequate direct train services and that Wallace Arnold should be allowed to run football trips to Accrington and Stockport only if the railways had not announced, at least a fortnight in advance of the match, that they were running a special train.

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**MEN IN THE NEWS:** Mr. T.W. Tilson, chief engineer of Dennis Bros., Ltd., is to take up a similar position with Shelvoke and Drewry, Ltd., on August 1.+++ Mr. Harold F. Day, one of the founders of Willenhall Motor Radiator Co., Ltd., has resigned from the chairmanship at his own request and has been succeeded by Mr. E.W. Wright. Mr. Day remains a director +++ Mr. George Harris, export sales director of Guy Motors, Ltd., and joint managing director of Guy Motors Africa (Pty.), Ltd., has completed a two months' survey of transport in South Africa, Kenya and Rhodesia +++ Mr. Crawford Prentice, formerly of the Michelin Tyre Co., Ltd., has been appointed manager in Scotland and Ireland for Guy Motors, Ltd.+++ Mr. T.J. Brennan, assistant general manager, Mr. W.O'Connell, technical manager, and Mr. C.F.J. Brooke-Harte, general sales manager, have been appointed directors of Henry Ford and Son, Ltd., Cork. Mr. Brennan will become managing director on September 1. Mr. J.O'Neill is resigning as managing director and a member of the board on August 31. Mr. H. O'Kane retired today from his directorship and position as company secretary. Mr. J. Butler has been appointed secretary +++ Mr. H.G. Sharp has been appointed director of fleet sales of the Haslemere Motor Co., Ltd., Guildford. Mr. R.E. Faulkner has become wholesale manager, Mr. R.C. May, commercial-vehicle sales manager, and Mr. G.P. Jolly, service manager +++ Mr. J.R. Kinsey has been appointed consultant mechanical engineer to the National Road Transport Federation.

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**ABSENTEE'S CASE FOR ENFORCEMENT OFFICE:** Allegations by objectors of unlicensed caravan towing, following the non-appearance of an applicant at Birmingham last week, resulted in the West Midland Deputy Licensing Authority, Mr. R.A. Hall, referring the case to the enforcement department. Brampton's Used Cars had applied for a B licence to tow caravans anywhere to customers' instructions. Becketts of Bromsgrove Caravan Transport Co., R.J. Harris and F.P. Hands objected. Mr. J. Skelding, for two of the objectors, said they had reason to believe the case would not be proceeded with. Although unlicensed, Brampton's had advertised caravan-towing facilities in the local newspapers. When they were informed that illegal towing must stop they applied for a licence.

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**HOLIDAY FROM WAGE INCREASES:** Mr. H.C. Drayton, chairman of the British Electric Traction Co., Ltd., told the shareholders last week that every application for increased wages involved executive directors and general managers in five to six weeks' negotiation. If the claim were granted, four to five weeks had to be spent in preparing a case for higher fares and attending Traffic Commissioners' courts. If the industry could have a holiday for two or three years from wage increases, executives and the whole of the management would be able to give their undivided time to managing the business, examining the possibility of economies and increasing efficiency to the benefit of the public and all employees. Mr. Drayton estimated that 32% of B.E.T. income came from bus businesses in England, 5% from transport in Canada and Jamaica, and 2% from transport in Africa.

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**P.V.O.A. CONSIDER WORKS BUSES:** The Passenger Vehicle Operators Association are again considering the desirability of control over passenger vehicles used by building and public works contractors, and are asking members for information about their use. The Association are also pressing the Minister of Transport to allow standing passengers on the lower deck even when seats are available on the upper deck, so as to aid elderly and disabled persons.

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**MICROGRAMS:** Streamline Filters, Ltd., will complete their removal into new premises at the headquarters of the parent company, Vokes, Ltd., by August 10. The new address will be Henley Park, Normandy, near Guildford, Surrey +++ Michelin 7.50 x 16 XY steel-cord tyres are now optional original equipment on Land-Rovers+++ Damage to coaches by children is the reason for J. Lloyd and Son, Ltd., Nuneaton, asking to terminate their school transport agreement with Rugby Divisional Education Executive +++ The export, Surfoam and water-separator divisions of Simmonds Aeroaccessories, Ltd., have changed their addresses to Stornoway House, Cleveland Row, London, S.W.1. The Spire Speed Nut sales division of the company is now at Byron House, St. James's Street, London, S.W.1.

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